

THE "SIX"

Powerful 70-horsepower Studebaker-built engine
114-inch wheelbase—a BIG, roomy, comfortable car
Duo-Servo 4-wheel brakes, with safety hook-up

HONG KONG HOTEL GARAGE

25, Queen's Road C. & at Stubbs Road.
The Hong Kong & Shanghai Hotels, Ltd.

The China Mail

ESTABLISHED 1845

Library, Supreme Court

Dainty Eyeglasses

N. LAZARUS
Ophthalmic Optician
13, Queen's Road Central.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/3 7/16.

No. 27,632 HONG KONG, THURSDAY, OCTOBER 30, 1930. PRICE \$3.00 Per Month.

WAS LORD THOMSON NERVOUS?

Anxiety to Get Flight Over Quickly.

ADJOURNED R.101 ENQUIRY.

London, Yesterday.

At the adjourned public enquiry into the loss of the R.101, Air Vice-Marshal Dowding, reporting on the trial flight, mentioned that they had trouble with the two reserve engines. Sir William Jowitt declared that Lord Thomson never knew that the trial was going to be under 24 hours' duration, as originally contemplated. When Colmore suggested that the flight to India would begin on Saturday evening, Lord Thomson said: "You must not allow your judgment to be swayed by my natural anxiety to get off quickly."

Vice-Marshal Dowding suggested to Major Colmore that as the airship had not had a full power test during the trial, she should have one near home on the actual flight, and so could return if necessary.

Sir William Jowitt emphasised that although Lord Thomson put considerable pressure as regards time, neither Irwin, Scott, nor Colmore suggested that the flight to India should be delayed or further tests be made. All three were most satisfied with the trial flight, and expressed the opinion that the airship was more manageable after the alteration than before.

Sir William Jowitt stated that the height of the airship before the crash could not have been below 1,100 feet. He read a statement by a survivor, Church, who had died, stating that a moment before the crash he received the order to release the half-ton emergency water ballast, but the crash came before he could do so. Sir William Jowitt added that microscopic tests indicated that the cable controlling the elevator broke after the fire. Experts have reported that no part of the main structure of the airship broke in the air.—*Reuter*.

An Early Start.

Rugby, Yesterday.

The inquiry into the R.101 disaster was mainly engaged to-day in discussing the available facts regarding the only trial flight the airship underwent after structural alterations. From statements made by the Attorney General, Sir William Jowitt, it transpired that this trial was shortened from the 24 hours as originally arranged to 16, on the suggestion from experts at Cardington who knew Lord Thomson was anxious to push on with the departure for India, and who realised that the early completion of the trial would give more time to prepare the airship at the mooring mast for the Indian journey.

The minutes of the meeting at the Air Ministry showed that Lord Thomson, while asking for an early start, told Wing-Commander Colmore, "You must not allow your judgment to be swayed by any natural anxiety to get off quickly," and added, "There is to be no rush on my account." The trial flight was, in Colmore's view, quite satisfactory with the exception of engine failure due to a defective fin of the oil cooler, which was replaced.

Sir Sefton Branker issued a certificate of airworthiness on October 2. Sir William Jowitt pointed out that during the flight between Cardington and Beauvais it was significant that not a single S.O.S. was received from the R.101, nor any message indicating that there was anything wrong or any trouble.

Two main features of the experts' report on the examination of the wreckage were that no part of the main structure broke in the air, and that the fatal nose dive was made at an angle of from 15 to 25 degrees from the horizontal.—*British Wireless Service*.

Earlier Proceedings.

London, Yesterday.

On the resumption of the inquiry into the R.101 disaster, Sir John Simon quoted a minute by Sir William Jowitt dated October 10, stating that the R.101 was not to be flown until it was completely ready for the journey to India, and that the trial flight was to be a test of the engine and not a test of the airship's ability to fly to India.

On the other hand, Sir William Jowitt stated that the R.101 was to be flown on Saturday evening, and that the trial flight was to be a test of the engine and not a test of the airship's ability to fly to India.

STRONG PROTEST BY TORY M.P.'S.

Denial of Support of Anti-Baldwin Manifesto

PARTY LEADERSHIP.

London, Yesterday.

The Central Conservative Office states that it has received strong protests from some Members of Parliament whose names appeared as signatories to the anti-Baldwin manifesto, and who were not present at the meeting.—*Reuter*.

Chief Whip's Statement.

Rugby, Yesterday.

A statement published in the Press to-day, purporting to be signed by 44 Conservative Members of Parliament who, it was stated, attended a protest meeting and demanded a change in the leadership of the Conservative Party, is disowned by several of the alleged signatories. The document was addressed to the Chief Conservative Whip, Sir Eyres Monsell, who issued the following statement this afternoon: "I have received strong protests from some Members of Parliament whose names appeared as signatories, but who were not even present at the meeting. These Members of Parliament naturally resent having had their names publicly connected with the meeting, the report of which I understand was inaccurate and unauthorized."

Later in the afternoon Mr. Baldwin received disclaimers from several other Members of Parliament whose names appeared as signatories.—*British Wireless Service*.

Earlier News.

London, Yesterday.

Colonel Gretton has stated that the report of the meeting of Conservatives, dated earlier, is "unauthorised and incorrect."

A declaration signed by forty-four Conservative members sent to the Chief Party Whip submitting that a change in the Conservative leadership is essential to the national interest, is made in place of a motion to oppose a vote of confidence in Mr. Baldwin at to-morrow's Conservative meeting, to which members of the party in both Houses have been invited, and over which Mr. Baldwin will preside.

It is understood that Mr. Baldwin will vacate the chair, and retire from the meeting, while the question of the party leadership is discussed.—*British Wireless Service*.

ROYAL PARTY.

ATTENDED BY THE DOMINIONS DELEGATES.

Rugby, Yesterday.

Nearly 1,000 guests attended an afternoon party given by the King and Queen at Buckingham Palace today. The guests included the Dominion delegates to the Imperial Conference and their wives, who were presented to Their Majesties. The members of the Royal family who attended the party included the Prince of Wales and the Duke of Connaught.—*British Wireless Service*.

The flight could commence. "This leaves no margin for eventualities, and assumes that the trial flight will be completely successful."

Sir William Jowitt quoted a minute of August 27 laying down, inter alia, that R.101 must carry out a satisfactory flight of not less than twenty-four hours before going to India, and stated that Wing-Commander Colmore suggested the flight should be curtailed, provided Major Scott was satisfied with the performance of the airship.

He mentioned that Squadron Leader Booth, commander of the R.100, was of opinion that the trial flight of the R.101 was unsatisfactory because it was not longer and more diverse weather conditions had not been encountered.

One reason for the shorter trial flight was that the R.101 was not to be flown until it was completely ready for the journey to India, and that the trial flight was to be a test of the engine and not a test of the airship's ability to fly to India.

Earlier Proceedings.

London, Yesterday.

On the resumption of the inquiry into the R.101 disaster, Sir John Simon quoted a minute by Sir William Jowitt dated October 10, stating that the R.101 was not to be flown until it was completely ready for the journey to India, and that the trial flight was to be a test of the engine and not a test of the airship's ability to fly to India.

On the other hand, Sir William Jowitt stated that the R.101 was to be flown on Saturday evening, and that the trial flight was to be a test of the engine and not a test of the airship's ability to fly to India.

Earlier Proceedings.

London, Yesterday.

On the resumption of the inquiry into the R.101 disaster, Sir John Simon quoted a minute by Sir William Jowitt dated October 10, stating that the R.101 was not to be flown until it was completely ready for the journey to India, and that the trial flight was to be a test of the engine and not a test of the airship's ability to fly to India.

On the other hand, Sir William Jowitt stated that the R.101 was to be flown on Saturday evening, and that the trial flight was to be a test of the engine and not a test of the airship's ability to fly to India.

FIERCE ENCOUNTER BY TRIBESMEN.

Japanese Police Killed in Formosa.

VICTIMS BEHEADED.

Tokyo, Yesterday.

A Rengo message from Taihoku, Formosa, states that tribesmen counter-attacked at the village of Musha last night, and after a short, fierce combat two Japanese policemen were killed. An infantry company is advancing to Musha to reinforce the Police. It is officially reported that tribesmen cut off the heads of many of their victims and carried them off when they evacuated Musha. Over 80 corpses have thus far been recovered. Three hundred and eight persons were wounded.

[The tribes of Formosa, which are estimated to number 104,334, comprise the subjugated aborigines, who largely intermingled with the Chinese and the uncivilized aborigines of the eastern region who refuse to recognise authority and carry on raids as the opportunity occurs. Type semi-civilized aborigines, who adopted the Chinese language, dress and customs, were called Pe-pa-huan (Anglicized, Pe-pa-huan), while their wilder brethren bear the name of Chih-huan, or "green savages," otherwise Sheng-fan or "wild savages." They appear to belong to the Malay stock, and their language bears out the supposition. They are broken up into almost countless tribes and clans, many of which number only a few hundred individuals, and their language consequently presents a variety of dialects of which no classification has yet been effected. In the district of Peia alone a member of the Presbyterian mission distinguished eight different mutually unintelligible dialects. The people themselves are described as "of middle height, broad-chested and muscular, with remarkably large hands and feet, the eyes large, the forehead round, and not narrow or receding in many instances, the nose broad, the mouth large and disfigured with betel-chewing." The custom of tattooing is universal. In the north of the island the dead are buried in a sitting posture under the bed on which they have expired. Forty years ago the Chinese, who are only along the Chinese frontiers, but between the neighbouring clans, and the heads of the slain are carefully preserved as trophies. In some districts the men and boys sleep in the skull chambers in order that they may be inspired with courage.]

Earlier News.

Tokyo, Yesterday.

The Rengo news agency publishes a Taihoku despatch stating that 86 corpses of Japanese have been discovered, butchered at Musha, being twenty-three women, seventeen girls, twenty-one boys, thirteen police and twelve other males.

The latest official reports state that the bodies of police, their wives, and families have likewise been found, butchered at outlying posts in the same district.

An official despatch from Formosa states that tribesmen attacked thirteen out of seventeen police posts in the disaffected area, and only sixteen out of more than 200 Japanese, and 112 of 400 peaceful Formosans residing in the district, have up to now reached safety. The fate of the remainder is uncertain.

Musha village was recaptured this morning, when only six persons were found alive. It is thought that a number of refugees are hiding on the neighbouring hillsides.

The body of the Chief District Administrator was found and a number of other corpses were strewn around. The dead are known to include the post-master and his wife, and also the wife of the head-master of the local school.—*Reuter*.

KIDNAPPED BANKER FREED AFTER \$50,000 RANSOM HAS BEEN PAID.

POLICE NOT CONSULTED.

Galveston, Texas, Yesterday.

Mr. Karl Yocum, the American Millionaire Bank President, who was kidnapped on Saturday last by a gang of Chicago holdups, has returned home.—*Reuter*.

[The wife of Mr. Yocum received a letter demanding ransom for the release of her husband. Mr. Yocum's family refused to take the Police into their confidence and decided to pay the kidnappers the \$50,000 ransom demanded.]

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

"RED" PROPAGANDA IN BRITAIN.

Foreign Secretary's Plain Speaking.

INDIFFERENT REPLY.

London, Yesterday.

In the House of Commons at question time Mr. Arthur Henderson stated that as a result of the inquiry into Red propaganda, he had seen the Soviet Ambassador, and represented to him that the Soviet had not been observing their pledge against propaganda, and asked the Ambassador to impress seriously on his Government that a continuation of propaganda was calculated to endanger British and Russian relations.

The Ambassador assured him that the Soviet had done and would continue to do their utmost to observe their pledge, but the Soviet could not control the activities of the Third International (Conservative protests).—*Reuter*.

STOP PRESS

Tokyo, Yesterday.

The authorities in the Musha district appear to have been caught napping, the leading newspapers in Tokyo taking time to task accordingly. There are indications, however, that the military intend to take drastic steps to suppress the uprising. The Headquarters of the punitive force has been established at Hori, with a Major-General commanding, though the troops thus far have been limited to two infantry companies, detachments of aircraft, mountain artillery, and a telegraphic corps. Attempts to mobilise friendly tribesmen against the rebels failed, as they refused to participate on the grounds that harvesting was in progress.

Small parties of Japanese troops and armed police are reported to be carrying out a converging movement for the purpose of hemming in the insurgents and preventing them from joining forces with other tribes, who are showing signs of unrest. The wild and almost pathless jungle country is hampering the troops' progress, necessitating the greatest precautions, owing to the possibility of savages lurking in the thick undergrowth and ambushing them. Machine guns helped to drive off the tribesmen when they counter-attacked at Musha. An aeroplane bombed a party of savages, who were seen to be retreating in the direction of Nakotsu.—*Reuter*.

Amsterdam, Yesterday.

The Senate has sanctioned a Bill authorising a loan of 75,000,000 guilders on behalf of the Dutch East Indies.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

SHENSI SITUATION PRECARIOUS

Feng Yu-hsiang to Join the Kuominchun.

INHABITANTS UNEASY.

Hankow, Tuesday.

In view of the precarious situation in Shensi, Feng Yu-hsiang has intended personally to lead his troops from Shansi to reinforce the Kuominchun under Sung Chih-yuan in Sian. It, however, arises doubt, whether or not Feng is able to reach Sian, since the communications in the eastern sector of Shensi have been cut by the local militia, who are the local inhabitants organising the anti-Kuominchun campaign.

A Shanghai message states that the Central Government has given two weeks' grace to Yen Hsi-shan and Feng Yu-hsiang to go abroad, warning the Shensi inhabitants to persuade the two rebel leaders to go away from the territory, thus enabling their subordinates to assume new posts offered by the Government and also relieving the people from further apprehension. A possible air raid on Shansi will be carried out on the expiration of the period, if Yen and Feng ignore this grace.

Yen's Revenge.

Yen Hsi-shan has sacrificed 18 districts in the south of Shansi in assigning to Feng Yu-hsiang, only on terms that the Kuominchun General Lu Chung-lin be dismissed from the Kuominchun post, hence the resignation of Lu tendered last week-end. Yen takes the revenge because Lu insisted that the Kuominchun should take Shansi as their sphere of influence during the evacuation of Kailang and Chengchow.

Feng Rallies Remnants.

Feng Yu-hsiang is reported to have proceeded to the various fronts with the object of rallying his remnants, the majority of whom is said to have concentrated in the southern sector of Shansi.

Beginning from next month, Yen has promised to pay \$800,000 as military expense to the Kuominchun monthly, so as to balance the same amount payable to the Shansi troops. Yen and Feng have further reached the decision to divide the North-western provinces into three garrisoning districts: Shansi and Suiyuan being the first, Shensi and Kansu, the second, and southern Shan and Northern Honan, the third. Prior to the receipt of final expression from the Central Government and the North-eastern authorities, Yen and Feng desire temporarily to remain in the country.

Nationalists Advance.

General Ho Ching-chun, head of the Hankow Provincial headquarters, has wired to General Yang Fu-cheng, congratulating his success in capturing Tungkuang Pass and the coming pacification of the entire Shensi province.

General Yang Fu-cheng arrived at Tungkuang on October 26, inspecting the condition there, and directing his troops to take Sian, his vanguard having reached Hwa-Yoh-miu. The defence of Loyang is now undertaken by the 2nd and 3rd divisions under Koo Tsu-tung and Cheg Chi-cheng.

Evacuation of Suiyuan.

The Shansi troops, formerly stationed in Peking and Suiyuan, have massed at Tatung and Yamoonkuan, an indication of further abandoning Suiyuan. They are now planning to guard Liangtsikuan in the east, Yamoonkuan in the North, and the Yellow River in the South.—*Canton News Agency*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

CLOSER ECONOMIC CO-OPERATION.

Equal Status of the Dominions.

FAST PROBLEMS.

London, Yesterday.

The Australian Premier, Mr. James Scullin, broadcasting on the Imperial Conference, said that the conference was now engaged in bringing the forms of Government within the Empire into harmony with the new status. If the task were successful the present theoretical limitation of the powers of Dominion legislatures would disappear and the British Parliament at Westminster would recognise and place on a legal footing of equal status the Parliaments and Governments of the United Kingdom and the Dominions.

Mr. Scullin expressed the opinion that the task would be crowned with success, and said that thereafter no Dominion law would be held invalid even if inconsistent with British law.

Referring to the economic side, he said that the conference had given a splendid impetus to the ideal of closer economic co-operation, which must bear fruit in the near future. Referring to tariffs he said that the problems were vast and complicated, but they must not despair, therefore, if a few definite conclusions were reached during the course of the conference, and must be prepared to continue their examination of the problems.

Mr. Scullin said he hoped, however, that before the close of the conference, they would at least have planned a course which eventually would bring them to a common goal—greater co-operation in economic affairs.—*Reuter*.

MR. R. E. LINDSELL.

COMPLETES 21 YEARS IN SERVICE OF GOVERNMENT.

A USEFUL CAREER.

Congratulations will to-day be extended to Mr. R. E. Lindsell, M.A. (Cantab), J.P., First Police Magistrate and Coroner on the completion of 21 years in the Government service.

Mr. Lindsell first arrived here on December 31, 1909, and after being sent to Canton to study Cantonese he passed and took up the post of Acting Second Assistant Registrar General, being transferred later to the Secretariat for Chinese Affairs. During his period of service, Mr. Lindsell has acted in many important capacities, including Assistant Postmaster-General (in 1916), Assistant Superintendent of Imports and Exports Department (in 1918) and Deputy Registrar, Supreme Court.

On January 19, 1921, Mr. Lindsell became Second Police Magistrate. In 1923, he held the post of Postmaster-General, and a year later he acted as First Magistrate and Coroner, this position being substantiated on Mr. Lindsell's return from leave recently.

Mr. Lindsell takes a keen interest in sports, being President of the Kowloon Cricket Club for very many years.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

DROUGHT - STRICKEN U.S.A.

Road and Driver Relief Works.

GROWING UNEMPLOYMENT.

The effort to prevent disastrous suffering and even a shortage of food in the drought-stricken States is President Hoover's latest problem, and one of his most serious, writes the New York correspondent of the Observer. The survey of the damage is still incomplete, but the totals will stun the public when they are known. There will be an agonising winter for thousands of families unless the relief measures, carefully planned by townships, counties, and States, are efficiently administered.

Three hundred counties have suffered so severely that any measure of recovery without outside help will be impossible, in spite of the rains now falling. A central committee made up of the nation's ablest men is striving to get the situation under control.

Everyone believed that Mr. Hoover's term of office would be a period of unexampled prosperity. But unemployment, which was the last thing he expected, is increasing, and public agencies are finding jobs for only a small proportion of applicants.

Industrial prospects are better in only a few lines, among which steel is noteworthy. Five thousand unemployed have been registered in New York, and a larger proportion in other cities. Public works are being begun generally in advance of schedule, and the President has ordered the immediate use of \$5,000,000 road money originally intended for much later use.

Labour Leader's Plan.

An interesting sidelight on the situation is the plan advocated by Mr. Green, President of the American Federation of Labour, who suggests employment under a yearly scheme, so distributing work as to avoid seasonal slackness. Many Labour leaders heartily approve this idea, and the most powerful union leader in the nation and employers are studying it. Mr. Green believes it might largely solve the whole problem of hard times.

Among plans of a national character is Mr. Hoover's of pressing improvements in inland waterways, especially in navigable rivers, including the St. Lawrence. Virtually all the great rivers in the Mississippi Valley are under consideration, and many schemes are ready for immediate execution.

The drop of \$3,000,000 in Customs receipts in the fifty days from July 21 led an unnamed high Treasury official to predict the probability of a continuation of the 1 per cent. income tax reduction. The prediction obviously greatly annoyed the President whose belief is that the drop in Customs revenue is temporary, being largely due to excessive imports during the debate on the Tariff Bill, when importers were endeavouring to forestall a probable increase in duties.

A drop of over \$2,000,000 in income tax receipts during the same period may have helped to animate Treasury pessimism. The Administration organs were thoroughly frightened. The dispatches from Washington, however, say that the President deems the statement ill-advised, and that Mr. Mellon, the Secretary of the Treasury, expects nothing of the sort.

The Autumn Elections.

The reassurance should tend to cheer tax-payers, and, in fact, a return to the old income tax rates would be disastrous to the Administration, as the Congressional campaign for the Fall elections are already beginning. The Administration believes that the national income is now at a minimum, but the ten weeks before the elections are too short a time for such a recovery as would rob the Democrats of ammunition for attacks on the tariff and on Mr. Hoover as an economic administrator.

Mr. Ashby, president of the British Agricultural Economics Society, who is now in New York, is advising the United States Government to increase the tariff on wheat.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

GENEVA EXPRESS CRASHES.

Over 15 Persons Killed and 40 Injured.

COACHES TELESKOPED.

Bordeaux, Yesterday.

Fifteen persons were killed and 40 injured, owing to the derailment of the Geneva-Bordeaux express, while speeding downhill at 60 miles an hour, drawn by two engines. The accident is attributed to an obstruction on the line. The two engines jumped the rails and some coaches were telescoped. The casualties are all either French or Roumanian.—*Reuter*.

Phone 20022
FOR
**CLASSIFIED
ADVERTISING**

Twenty-five words three insertions prepaid \$1. Every additional word one cent for three insertions.
All replies under this heading must be called for.

WANTED.

WANTED.—Shoof for old-established Company. Security required. Apply Box No. 672, c/o "China Mail."

FOR SALE

PRESSURE STOVE, burns 95% air and 5% gasoline, regular gas heat, no pipe to connect, no smoke, no odor. Comfortable and convenient, a beauty in the kitchen. Extremely economical to operate. Comes in 2 and 3 burners. Inspection is cordially invited. Call 4, York Road, Kowloon Tong.

EXHIBITION.

PICTURE EXHIBITION of Water Colours, Oil paintings and Pastels at Messrs. KOMOR & KOMOR, Art and Curio Experts, opens on First November.

TUITION GIVEN

AILEEN and DORIS WOODS recently arrived from HOLLYWOOD, CALIFORNIA. Expert teachers and Demonstrators of the latest BALL ROOM DANCES. Perfect and rapid tuition guaranteed. All enquiries to 23, Humphreys' Buildings, Kowloon. Phone 84651.

HOME TUITION.

WESTOVER-STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local),
Camb. Teachers' Diploma).
MISS GERTRUDE TURNER,
(National. Froebel. Higher Certificate).

MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed—"China Mail" Office, No. 5A, Wyndham St. Telephone 20022.

ALEXANDER'S INSTITUT DE BEAUTE

For the best Permanent Flange & Marcel Waves. Hair Cutting and Manicure for Ladies & Gentlemen.
Pedder Bldg. 1st floor. Room 5
Tel. 25162.
Opposite entrance H.K. Hotel.

PHOTO-SUPPLIES

Kodaks and Cameras.
Films, Plates and Papers, etc.
Developing, Printing and Enlarging.

**ZIESS and BUSCH
FIELD GLASSES**

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.

Tel. No. 23459.
26A, Des Voeux Road, C.
Hong Kong.

JUST UNPACKED**KASHMIR CREPE**

27" & 36" wide
in all colours at:—

KASHMIR**SILK STORE.**

Opposite Queen's Theatre.
36A, Queen's Road, C.

**AN INTRODUCTORY
HISTORY**

by
A. E. CHOCK, O.B.E., M.A.
W. L. HANCOCK, M.A., B.Sc.
PRICE \$2.50

NOW ON SALE AT THE

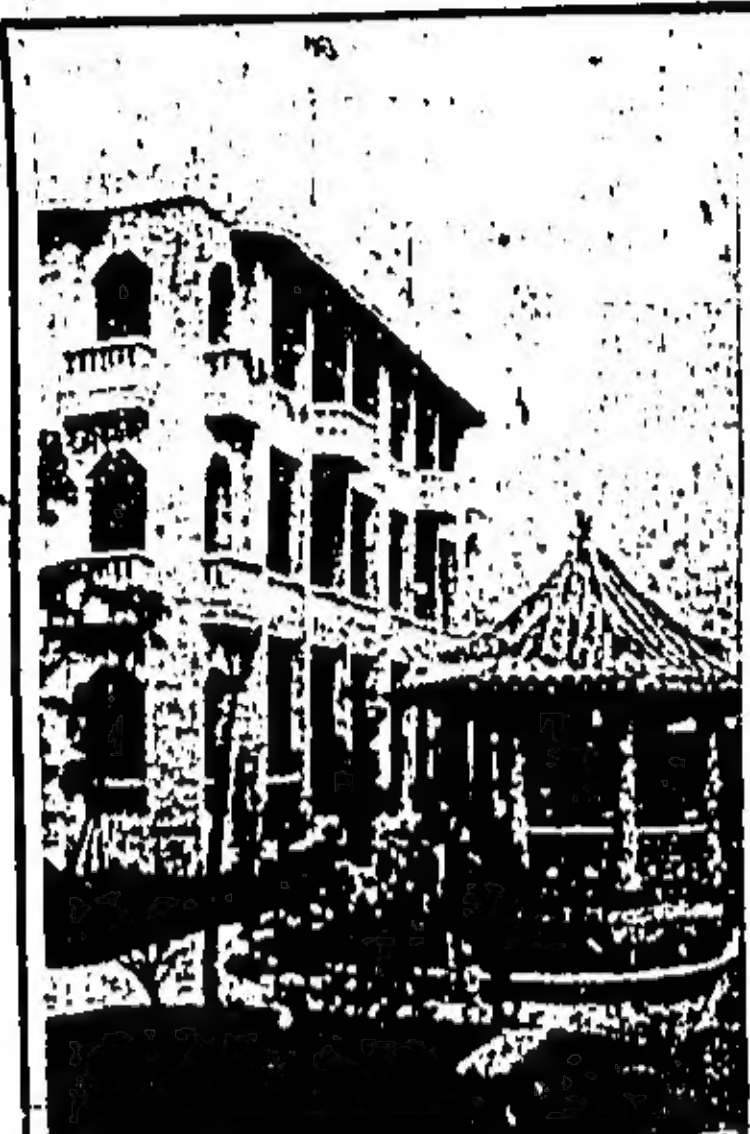
THE OVERLAND CHINA MAIL

Hotel Strathcona

VICTORIA, BRITISH COLUMBIA
Make this Hotel your headquarters while visiting Victoria, B.C. Ideally situated and within easy access to all the famous Beauty Spots in and around Canada's Island Resort.

The Hotel where personal service makes your stay enjoyable.

RATES MODERATE.

**CLAREMONT**

PRIVATE HOTEL.
Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.
Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.

CLAREMONT

Tels.: 57889 & 57885 (Private).
Telegraphic Add.: "Ferry" H.K.
Our motto is "SERVICE."

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, October 31, 1930,
commencing at 2.30 p.m.
at their Sales Room,
Duddell Street.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE

Comprising:—

Teak Hatstands, Glass Cabinet, Chesterfield Couch and Armchairs, Desks, Gramophone & Records, Pictures, Carpets, Rugs, Piano, Wardrobe Trunks, Electric Heaters, Curios, Ornaments, etc.
Teak Dining Tables, Dining Chairs, Sideboards, Dinner Wagon, Dinner Crockery, Glass Ware, Tea Sets, Flower Pots, Trunks, Curtains, Towels, Pillows, Baby Pram, Enamelled Bath, Lacquer Ware, etc.
Teak and Iron Bedsteads, Wardrobes with Bevelled Mirror, Dressing Tables, Chest of Drawers, Wash Stands, Book Cases, etc.

Also

A Quantity of
BLACKWOOD FURNITURE.

Including:—
Joss Tables, Curio Cabinet, Tea Poy, Jardinieres, Opium Stools, Chest, Desk, etc.

On View from Thursday, October 30, 1930.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers

Hong Kong, October 27, 1930.

BEAUTIFY YOUR HOME

Flowers beautify and make the home attractive as nothing else can do.

**FOR SALE
FINE SELECTION OF
GARDEN SEEDS**

From
BUTTON & BONS, Reading
ARTHUR YATES & Co., Ltd., Sydney

GRACA & CO.

Dealers in Florist and Vegetable Seeds, etc.

GENERAL NOTICES**NOTICE.**

HONG KONG AUTOMOBILE
ASSOCIATION.

ANNUAL DINNER DANCE.

MEMBERS are notified that the Third Annual Dinner Dance will be held at the Peninsula Hotel on Friday 12th. of December, 1930.
"Keep this date."

Date of Bookings will be notified later.

G. E. S. UPDELL,
Hon. Secretary.

THE MESSENGER
OF THE SACRED HEART
FOR THE FAR EAST.
A popular Catholic monthly for Catholics and non-Catholics.

NOVEMBER NUMBER
On Sale, November 1st.

**THE "C" DANCING ACADEMY
BALLROOM DANCE
COMPETITION**

(Evening Dress)

AT

HOTEL SAVOY

ON

SAT., NOV. 1st.

Commencing 10 p.m. Open from 8 p.m.

Admission tickets: \$2 for a couple. Obtainable at the Studio, 10, Queen's Road Central, 2nd floor.

COASTWISE

by

"ALGIE" BENNETT.

An interesting book of
Cartoons depicting
"Happenings" on the
China Coast

PRICE \$1.00.

Now on sale at

BREWERS

WHITEWAY, LAIDLAW

EXCELSIOR BOOK STORE.

and at the Publishers

The Newspaper Enterprise, Ltd.

China Mail Building.

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

THE OVERLAND CHINA MAIL

ROUND THE CINEMAS**"THE CUCKOOS"—FIRST
SCREENING TO-DAY.****A NEW THEME.**

"The Cuckoos," opening to-day at the Central Theatre, offers a new theme in talking pictures of the musical comedy type. The comedy is the keynote and is featured above singing and dancing. Bert Wheeler and Robert Woolsey, famous fun-makers of "Rio Rita," are head-lined. Jobyna Howland, six-foot comedienne of Broadway fame, was brought from New York especially for the picture. Mitchell Lewis, as a gypsy chief, instills drama into the plot with his diabolical plans, which are foiled by the antics of Wheeler and Woolsey.

Director Paul Sloane had many beautiful sets built. Radio Pictures' dancing chorus gracefully proceeds through intricate ensembles. Dorothy Lee exegutes clever specialty dances and Marguerita Padula sings colourful gypsy songs. Throughout all, however, comedy predominates. In virtually every scene Wheeler and Woolsey are active with their clowning antics and wise cracks. June Clyde, as the niece of the wealthy Jobyna Howland, is kidnapped by gypsies. Hugu Trevor plays her sweetheart. Wheeler and Woolsey appear as fortune tellers who use their psychic powers to locate the "gal." Their efforts along this line are the last word in comedy.

"MONTANA MOON."

The opening on Sunday at the Queen's Theatre of "Montana Moon" calls attention to some interesting data in connection with the preliminary arrangements and filming of this production.

Some time ago, Metro-Goldwyn-Mayer, foreseeing the possibilities in a picture laid in the mountains of the West with a large part of the cast recruited from cattle ranges and with cowboy slang and songs as an added novelty, purchased an original story by Sylvia Thalberg and Frank Butler dealing with the

YESTERDAY'S SOLUTION

S	O	P	E	N	B	R	E	A	K
M	I	S	E	N	O	L	E	A	N
I	S	T	T	W	I	S	T	M	I
L	E	E	R	N	O	T	S	I	N
E	R	R	O	R	N	S	T	A	G
M	A	R	A	T	A	T	A	P	E
E	R	I	N	A	N	T	P	A	R
R	E	P	B	I	S	O	N	L	I
R	A	P	P	E	D	O	A	I	S
Y	L	A	T	E	S	L	O	E	Y
C	E	D	A	R	T	E	N	T	S

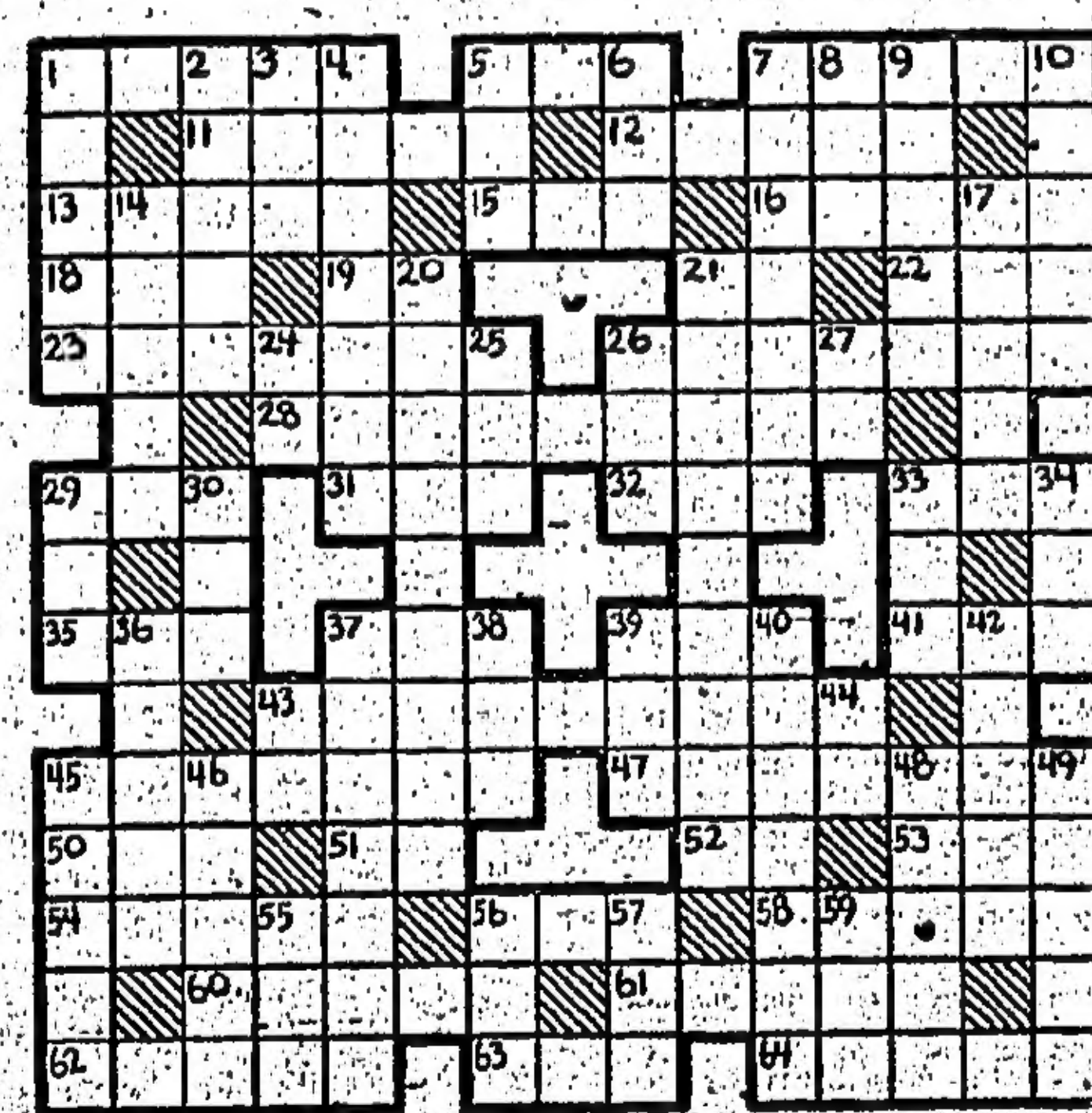
RELIABLE PRINTING

no other
too small

THE NEWSPAPER ENTERPRISE LTD.
CHINA MAIL BLDG. 2A WYNDHAM ST.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plot, and altho.)

**HORIZONTAL**

1-Place in the ground

5-Highest point

7-Melody

11-Being in want

12-To rub out

13-Male attendant

15-Wheel track in a road

16-Puts in order, as a room

18-Sooner than

19-South America (abbr.)

21-In the direction of

22-Exist

23-Tense

25-Buffed in liquid

26-Of short duration

28-Not a flying mammal

31-Help

32-Type measure (pl.)

33-To fast

35-Sharp blow

37-A kind of sailing boat

38-Doctor of Library Science (abbr.)

39-Deputy

40-Formerly near Lake Champlain

HORIZONTAL (Cont.)

47-A poison

50-An American Indian

51-To exist

52-Street (abbr.)

53-Unit

54-The earth

56-Foundations

57-Help

58-Looking definitely

59-Inviting life

62-Landscape

63-A kind of sweet potato

64-Bird homes

65-Inviting life

66-Inviting life

67-Inviting life

68-Inviting life

69-Inviting life

70-Inviting life

71-Inviting life

72-Inviting life

73-Inviting life

74-Inviting life

75-Inviting life

VERTICAL

17-Gloomy (past)

20-Usable

21-Earthquake (colloq.)

24-Pronoun

25-Termination

26-To suffer death

27-Weight (abbr.)

28-To shut out

30-To strike gently

32-A Chinese shrub

34-Sail

35-Keenly discerning

37-A common vegetable

38-Part of the foot

39-Profits through

40-To support

42-A river of Germany

43-French for "the"

44-French for "the"

45-Automobile

46-To work for

48-Kitchen

49-Golden of the hat

50-Huffed

52-A Turkish kind of nobility

53-To be elected

54-I have a contract

Correct Styles FELT HATS:—



LOYD TRIESTINO

FORTNIGHTLY PASSENGERS AND FREIGHT SERVICE FOR
BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian Adriatic, Levant
Black Sea and Danube Ports

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
M.V. "HILDA"	Nov. 2	Nov. 8
M.V. "COL DI LANA"	Nov. 2	Nov. 8
S.S. "CRACOVIA"	Nov. 30	Nov. 8
S.S. "MONCALIERI"	Dec. 4	Dec. 25
S.S. "GANGE"	Dec. 4	Dec. 25

*Passenger Vessels with First & Second Class Accommodation, calling also at Bombay.

All dates are subject to alteration without notice.

For Freight & Passages apply to—

Queen's Building, DODWELL & CO., LTD.
Tel. 29021.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$83 TO \$120 ON SALE

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

ASAMA MARU Thursday, 20th November.

CHICHIBU MARU Thursday, 11th December.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

HIKAWA MARU Wednesday, 3rd December.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

SUWA MARU Saturday, 1st Nov. at 11 a.m.

FUSHIMI MARU Saturday, 15th November.

SYDNEY & MELBOURNE via Manila & Ports.

ATSUTA MARU Tuesday, 18th November.

KITANO MARU Tuesday, 23rd December.

BOMBAY via Singapore, Penang, & Colombo.

IYO MARU Wednesday, 12th November.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

BOKUYO MARU Thursday, 20th November.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Tuesday, 18th November.

NEW YORK, BOSTON via Panama.

TSUYAMA MARU Friday, 7th November.

ASUKA MARU Tuesday, 25th November.

LIVERPOOL via Port Said, Suez, Constantinople, Genoa.

TOYOOKA MARU Thursday, 13th November.

CALCUTTA via Singapore, Penang & Rangoon.

RANGON MARU Thursday, 30th October.

NAGATO MARU Saturday, 8th November.

SHANGHAI, KOBE & YOKOHAMA.

HAKUSAN MARU Friday, 31st October.

MORIOKA MARU Wednesday, 5th November.

KANAKURA MARU (Kobe direct) Saturday, 8th November.

*Cargo only.

For further information apply to—NIPPON YUSEN KAISHA

Telephone 30291. (Private-exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

Colombo, Suez and Port Said.

AMUR MARU Sunday, 9th November.

LONDON MARU Sunday, 14th December.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singa-

pore, Colombo, Durban & Cape Town.

SANTOS MARU Thursday, 30th October.

RIO DE JANEIRO MARU Friday, 20th November.

BOMBAY—via Singapore & Colombo.

SHUNGO MARU Tuesday, 4th November.

HONOLULU MARU Wednesday, 19th November.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZAN-

ZIBAR & MOMBASA—via Singapore & Colombo.

PANAMA MARU Wednesday, 5th November.

CALCUTTA—via Singapore, Penang & Rangoon.

HIMALAYA MARU Saturday, 1st November.

CELEBES MARU Tuesday, 18th November.

VICTORIA, SEATTLE, TACOMA & VANCOUVER.

AFRICA MARU (from Shanghai) Thursday, 13th November.

MELBOURNE—via Manila, Brisbane & Sydney.

MELBOURNE MARU Thursday, 6th November.

HAIPHONG—via Hanoi & Peking.

NEW YORK—via Japan ports & Panama.

LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND

PHILADELPHIA.

JAPAN PORTS.

BATAVIA MARU Monday, 10th November.

KEELUNG—via Swatow & Amoy.

CANTON MARU Sunday, 9th Nov. Noon.

HOZAN MARU Sunday, 10th Nov. Noon.

TAKAO—via Swatow & Amoy.

TAKAO & KEELUNG.

BATAVIA MARU Monday, 10th November.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. 28061. M. TAKEUCHI, Manager.

ARRIVALS OF SHIPS.

Wednesday, Oct. 29.

Chak Sang, British str., 1,470

tons, Capt. J. McAnish, from

Canton, buoy No. B32—J.M.

& Co.

Cremer, Dutch str., 2,785 tons,

Captain G. J. Harmsen, from

Singapore, buoy No. A28—

J.C.J.L.

Hongkong str., 1,145 tons,

Capt. H. H. O'Brien, from

Swatow, buoy No. B18—B. & S.

Harbin, British str., 1,145 tons,

Capt. A. B. Stewart, from

Swatow, buoy No. B18—B. & S.

Harbin, British str., 1,145 tons,

Capt. A. B. Stewart, from

Swatow, buoy No. B18—B. & S.

Harbin, British str., 1,145 tons,

Capt. A. B. Stewart, from

Swatow, buoy No. B18—B. & S.

Harbin, British str., 1,145 tons,

Capt. A. B. Stewart, from

Swatow, buoy No. B18—B. & S.

Harbin, British str., 1,145 tons,

Capt. A. B. Stewart, from

Swatow, buoy No. B18—B. & S.

Harbin, British str., 1,145 tons,

Capt. A. B. Stewart, from

Swatow, buoy No. B18—B. & S.

Harbin, British str., 1,145 tons,

Capt. A. B. Stewart, from

Swatow, buoy No. B18—B. & S.

EPIC OF THE SEA.

WRECK OF THE WARREN HASTINGS.

The story of the Birkenhead is a household word, that of the

Sarah Sands is an epic of bravery

and coolness in the face of dan-

gers, but the story of the Warren

Hastings is less well-known. Yet,

in its thrills, the grimness of the

tragedy, the splendid discipline

maintained, the keeping up of the

best traditions of the Services, the

wreck of the Warren Hastings is

a worthy pendant to the two better

known episodes, writes Sir Cour-

tney Bennett C.I.E. in United

Empire.

The Royal Indian Marine Troop-

ship Warren Hastings sailed from

Cape Town on January 8, 1897,

under the command of Commander

G. E. Holland, D.S.O., with the

Headquarters of the King's Royal

Rifle Corps, Colonel Forester

Walker commanding, and one wing

of the 2nd Battalion York and Lan-

caster Regiment, under Major Fitz-

patrick, bound for Mauritius. In

all there were 1,246 souls on board,

of whom 17 were wives of officers

or men, and ten children.

All went well on the voyage,

and on the evening of the 12th a

concert was given in the saloon to

celebrate the landing in the next

few hours, the pleasure of which

was, for the nervous, somewhat

marred by one of the officers sing-

ing the Wreck of the Hesperus.

Few, indeed, can have imagined

that the uneasiness caused was,

within so short a time, to be the

forerunner of a disaster which was

to become historic.

The forenoon of the 12th broke

cloudy, but it cleared at noon,

enabling longitude to be fixed, and

a course was set to take the vessel

12 miles to the south of Reunion.

Every precaution against accident

seems to have been taken, and in

addition, the normal current

should have taken her still fur-

ther south, away from the land.

On the 14th the weather was bad,

heavy rain on the awnings drown-

ing any possible sound of breakers,

with, in the evening, pitch dark-

ness, and yet a deceptive glare,

which appeared to give a visibility

of a mile or more. These were then

absolutely no indication of danger.

Sudden Disaster.

Suddenly, at 2.20 a.m., she struck

on the rocks. The engines were

immediately stopped and reversed,

but, in the same instant, realizing

the danger of backing off into deep

water, "full speed ahead" was

ordered; so as to drive her as far

on to the rocks as possible.

The vessel was now rolling

heavily, and bumping. From the

bow it was possible to see high

land about 60 yards away. From

the bridge nothing was visible.

Meanwhile, orders had been

given for the troops to fall in—

for coffee, it was rumoured, a meal

which never arrived on the upper

deck, for women and children to

come on deck, and for everyone to

prepare to disembark at once. The

orders were obeyed as coolly as on

an ordinary parade, no man hur-

rying or shouting, just a cheery word

or a joke here and there.

COASTAL SHIPS.

LATEST CHARGES IN PERSONNEL.

Captain E. Johnson, from re-

serve, has gone master, Wanhshien.

Captain Y. N. Campbell, of the

Wanhshien, is on reserve.

Captain P. J. Green, from re-

serve, has gone master, Ngankin.

Captain J. S. G. Brown, of the

Ngankin, is on reserve.

Captain W. J. Andrews, of the

Changchow, is on reserve.

Captain J. H. Hodgkiss, from

reserve, has gone master, Chang-

chow.

Mr. E. R. Graham, chief officer,

Linan, is on reserve.

Mr. W. D. Cashel, second officer,

Tungchow, has gone acting chief

officer, Linan.

Mr. E. G. Benson, from Home

leave, has gone chief officer, Tung-

chow.

Mr. E. Michelmores, chief officer,

Kintang, has gone chief officer,

Wuhu.

Captain C. A. Christiansen,

from reserve, has gone master,

Shuntien.

Mr. J. Worsley, from reserve, has

gone chief officer, Ningpo.

Mr. C. Johnson, second officer,

Ningpo, has gone second officer,

Hupeh.

Mr. P. R. Cheestman, chief officer,

C. N. Co., has resigned.

Mr. C. Winterbottom, from re-

serve, has gone second officer,

Whangpu.

Mr. G. Chapman, from reserve,

has gone chief officer, Poyang.

Mr. V. Petherick, chief officer,

Tingsang, is on reserve.

Mr. R. E. Smith, from Home

leave, has gone chief officer, Ting-

sang.

Mr. A. M. Jewell, chief officer,

Tuckwo, is on reserve.

Mr. St. E. M. F. Haslett, second

officer, Indo-China S. N. Co., has

resigned.

Mr. J. J. McLeavy, from reserve,

has gone chief officer, Yusang.

Mr. G. I. Lawson, from Home

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MACEONIA	11,120	13th Nov.	Bombay, Marseilles, & London.
KIDDERPORE	5,334	11th Nov.	Straits, Colombo & Bombay.
ENAGORE	5,283	15th Nov.	Marseilles, Barcelona, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMALA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	8th Dec.	Bombay, Marseilles, & London.
KALYAN	9,144	29th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
LAHORE	5,304	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	1931.	Bombay, Marseilles & London.
JEYPORE	5,318	3rd Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	9,085	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Khedive Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	8,018	15th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	20th Nov.	Singapore, Penang & Calcutta.
TAKADA	6,940	4th Dec.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*NELLORE	6,853	31st Oct.	Manila, Townsville, Brisbane, Sydney
*TANDA	6,956	4th Dec.	Manila, Townsville, Brisbane, Sydney

*Calls Sandakan & Thursday Island. †Calls Rabaul.

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Iloilo,
Cebu, Zamboanga, Tawau, Timor, Darwin, or other ports en route as in-
ducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

*LAHORE	5,304	2nd Nov.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	7th Nov.	Amoy, Moji, Kobe & Osaka.
RAWALPINDI	16,619	11th Nov.	Shanghai, Kobe & Yokohama.
TANDA	6,956	15th Nov.	Shanghai, Kobe, Osaka & Yama.
TAKADA	6,940	19th Nov.	Amoy, Moji & Kobe.
JEYPORE	5,318	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	26th Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,650	1st Dec.	Shanghai, Kobe & Yokohama.
*PERIM	7,438	15th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	9,085	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Cornhill Rd. C, Hong Kong. Agents.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS, SHIPBUILDERS, BOILER MAKERS, BRASS
AND IRON FOUNDERS. All work done in the establishment is
guaranteed. We have over thirty years' experience. We have two ship-
ways and can accommodate any craft of 200 tons long.
Works Office: 41, Cornhill Road, Central, Hong Kong. Tel. 2155.
Shipping Office: 10, Robinson Road, Hong Kong. Tel. 1155.
Particulars furnished on application.

AT SOUTHAMPTON.

THE DOCKS DEVELOPMENT SCHEME.

The first 1,000 ft. berth to be
provided by the vast scheme of
docks extension on the western
shore of Southampton is to be
ready for the reception of ship-
ping early next year, and, there-
fore, the construction is being
rapidly pushed ahead. Forty of
the 78,000-ton monoliths which
will have now been sunk to their
final depth in the bed of the
River Test, and ere long the task
of reclaiming the 170 acres en-
closed by the reclamation banks
will be commenced.

The fact that more than half of
the monoliths have reached their
final depth is an achievement
upon which the contractors, Sir
Robert McAlpine and Sons, Ltd.,
can be heartily congratulated.
Although the work has been of
considerable difficulty, there have
been no hold ups such as would
have been likely to delay the date
of the completion of the scheme.
The work of sinking the remain-
ing of the 78 monoliths which
will form the 3,800 feet of new
dock wall to be furnished under
the first section of the scheme is
now being undertaken, and 23 of
the 40 monoliths which are down
to the required level have had the
bottoms of their nine wells sealed.
This has been accomplished by
filling them to a depth of about
15 feet from the cutting edge
with concrete.

The First Structure.
The monoliths are now more or
less ready to be covered by the
concrete deck, which will consti-
tute the finished quay on which
will be placed the quay cranes and
permanent structure to be erected
under the extension scheme is
now being built, namely, the com-
bined pumping station and electri-
city sub-station, which is
situated at the end of the new
quay wall nearest the Royal Pier.
This building, the steel skeleton of
which is nearly completed, will
enable vastly important work to
be carried out within its walls.

In the first place the pumping
station will deal with the storm
water drainage, secondly the electri-
city sub-station will convert the
current supplied by the corpora-
tion into units suitable for use
on the new docks estate, the
portion of quay wall upon which
this building is being erected has
been cleared of the gravel and
brushwood fascines, through
which the monoliths forming the
wall were sunk, and it is thus
possible to see practically 100
yards of the new quay in its
finished state.

The sluice gates at the western
end of the area to be reclaimed
have been completed and are ready
for dropping, and the date is not
far distant when the reclamation
will be commenced. One area of
170 acres of the river bed which
at high water is covered by the
tide and at low water is mainly
exposed as mud has to be filled
in, and this work will be under-
taken by the James Dredging,
Towage and Transport Co., Ltd.,
who with characteristic enter-
prise have had built a super pump
for pumping ashore the dredged
material.

Reclamation Work.
This is, in fact, the largest re-
clamation plant ever built, and
will be capable of depositing in
the area to be reclaimed an aver-
age of 500,000 tons of spoil a
week. Even so it is computed
that something like 3,500,000 tons
of dredged material will be re-
quired to convert this area of
river bed into solid land, so that
it is readily apparent that the
completion of the reclamation will
take a considerable time.

When all is in readiness for the
reclamation to be commenced
the firm's dredgers will proceed
with the work of dredging the
new approach channel, which will
have a depth of 85 ft. l.w.o.s.t., and
afterwards the new berths which
will have a depth of 45 ft. l.w.o.s.t.
After the surface mud has been
lifted from the river bed and con-
veyed to sea in hoppers, the more
solid material underneath will be
deposited by the dredgers into
solid bottom barges. These

HONG KONG AND MACAO LINE

in Good Speed
S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to—

CHUEN ON STEAM BOAT CO., LTD.
241, Des Voeux Road C. Tel. 26061.

barges will be towed alongside the
reclamation pump, and the spoil
will be pumped from the barges
through long pipe lines and dis-
charged into the "pond" or area
of mudland enclosed between the
reclamation banks and the exist-
ing foreshore.

The first portion of the re-
clamation to be undertaken will
be of the area at the end of the
quay wall nearest the pier, for it
is there that the first 1,000 ft.
berth will become available for
shipping next year. Finally, the
work of laying the culverts, each
7 ft. in diameter, for supplying
and discharging condensing
water to the Corporation electri-
city station, sea water to the Cor-
poration baths, and for dealing
with storm-water drainage is now
practically complete.

PASSENGER LISTS.

DEPARTURES.

Per s.s. Empress of Canada for
Shanghai, Japan and Canada on
October 29:—

Mr. C. S. Atwell, Mr. T. Antonio,
Mr. F. Burana, Miss M. M. Boulon,
Mr. C. Brown, Mrs. V. C. Bigney,
Mr. T. Bernstein, Mr. E. C. Barba,
Miss M. M. Barlow, Mr. N. Chan,
Mrs. Chow Shee, Mr. and Mrs. C.
Chau, Mr. T. S. Ching, Mrs. A. H.
Compton, Mr. F. C. Chen, Mr. L. P.
Chang, Mr. Cheung K. Kwong, Mrs.
D. Chan, Mr. P. K. Chu, Mr. Chan
W. Ting, Mr. Chan Jun-sang, Mr.
I. H. Cokerly, Mr. and Mrs. T. C.
Chan, Mr. C. Cobb, Mrs. V. Cabanna,
Mr. A. G. Cooke, Mr. Chin Choy-
tong, Mr. and Mrs. J. S. Drummond,
Miss D. Drummond, Mr. G. F.
Demoss, Mr. R. J. Essex, Mr. F. F.
Ellisher, Miss B. Fenwick, Mrs.
Fung Lock, Mr. W. B. Falla, Mr.
F. R. Goldsmith, Mr. L. Galizio,
Mr. H. Garson, Rev. A. G. Gendreau,
Mrs. M. Gunter, Mr. W. Gunter,
Mr. C. R. Gunter, Mrs. K. P. Mr.
Julius Bernheim, Miss D. Jannis,
Mr. R. C. Johnson Dr. and Mrs.
W. E. Keen, Mr. L. T. Knishern,
Mrs. J. M. J. Lopes, Miss Lau Mo-
yus, Mr. S. K. Lee, Mr. K. C. Lim,
Mr. Lee Chin-gook, Mr. Lee Tse-
wing, Mr. B. G. Luff, Mr. J. A.
Macdon, Mr. Ma Wing-chung,
Miss M. Angelina, Mr. Min Wai-
yus, Mrs. C. B. Newcomb, Mr. and
Mrs. J. F. Owen, Mr. W. H. Peters,
Mr. and Mrs. T. E. Pearce, Mr. L.
Physlog, Mrs. I. Poncerinculla, Miss
Poncerinculla, Mr. M. J. Quitt, Mr.
Quan C. Wah, Mr. Rang S. Qual,
Mr. Wong X. Qual, Mrs. W. J.
Richards, Miss B. Richards, Mr.
R. R. Roxburgh, Mr. Y. M. Kim, Mr.
G. Reyes, Mr. Ho Y. Sang, Mr. L.
Svensson, Mr. Sjocrona, Mr. S.
Lund, Mr. and Mrs. P. P. Sutton,
Mrs. C. Simpson, Mr. Tee Hui-voong,
Mr. T. Y. Tang, Miss Tang Wan-ye,
Dr. and Mrs. H. E. Veldman, Wong
Tat, Mr. C. K. Wong, Mrs. M. P. Wu,
Miss Wong So-ching, Mr. H. R. S.
White, Mr. T. M. Watt, Mr. H. J.
Wolffsherg, Mr. and Mrs. Yan
Khan, Mr. Yan Konta, Mrs. Y. F.
Yau, Mr. C. Young.

Per m.s. Tatiana, Maru for San
Francisco on October 30:—
Miss C. Chetile, Mr. and Mrs.
T. E. Hyde, Miss Alda Remedios,
Mrs. V. C. da Rocha, Miss M.
Barretto, Mr. S. M. Levart, Mr.
Walter J. Brown, Mr. A. L. Dean,
Mr. L. A. Dean, Mr. George
Fernandez, Rev. and Mrs. N. O.
Elder, Mrs. E. G. Simpson, Mrs. H. J.
Clark, Master W. Clark, Miss
V. P. Brown, Mr. W. T. W.
Magill, Mr. E. A. Schmidt, Mr.
Martin F. Vernago, Mr. Francisco
Lopez, Mr. J. E. Paramandam,
Mrs. C. P. Overton, Miss Daisy Bell
Overton, Miss Julia Borden Hulton,
Mr. W. Salomon, Mr. R. B. Rioran,
Mr. Simon Harris.

TRAVEL A.O. LINE

To AUSTRALIA: Calling at Manila (P.), Thursday, 1st. Calling at Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS' CHANGE TAIPIING (S.S. Lines)

FASTEST AND MOST RELIABLE STEAMERS IN THE SERVICE

EXCURSION LAUREL BARGE AND SUNDAY CRUISE AND STEAMERS CANAL

Ship Your Ship Luggage and Mail to the Agents, Hong Kong, Sydney, P. O.

FIRST CLASS FARE TO SYDNEY 45/ RETURN

CONNECTIONS TO AUSTRALIA, SOUTH AFRICA, AND THE EAST

AGENTS: MESSRS. MACKINNON, MACKENZIE & CO., LTD.

10, ROBINSON ROAD, HONG KONG. TEL. 1155.

Particulars furnished on application.

AGENTS: MESSRS. MACKINNON, MACKENZIE & CO., LTD.

10, ROBINSON ROAD, HONG KONG. TEL. 1155.

Particulars furnished on application.

PRESIDENT LINER SAILINGS

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and
LOS ANGELES To SEATTLE and
VICTORIA.

The Sunshine Belt via Honolulu The Short, Straight Route to America

Fortnightly sailings on Tuesdays Fortnightly sailings on Tuesdays

Pres. Cleveland Tues. Nov. 4, 8 Pres. Madison Tues. Nov. 11

Pres. Pierce Tues. Nov. 18 Pres. Jackson Tues. Nov. 25

Pres. Taft Tues. Dec. 2 Pres. McKinley Tues. Dec. 9

\$120, \$112 Special through rates to Europe via

United States, Direct connections with all

Atlantic lines. Choice of rail lines across

sight-seeing. United States and Canada, liberal stop-over privileges for

EUROPE AND NEW YORK DIRECT

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Suva, Colombo,

Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York

and Boston.

Pres. Wilson Sun. Nov. 2, 6 Pres. Garfield Sun. Nov. 30, 3

Pres. V. Buren Sun. Nov. 16, 5 Pres. Polk Sun. Dec. 14, 8

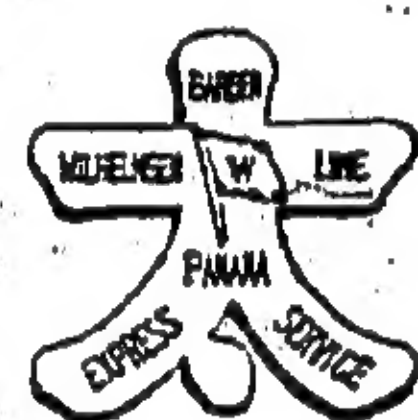
TO MANILA

Pres. Madison Nov. 4, 6 p.m. Pres. Jackson Nov. 18, 6 p.m.

Pres. Pierce Nov. 8, 6 p.m. Pres. Taft Nov. 22, 6 p.m.

CANTON BRANCH: 4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE



BARBER WILHELMSSEN LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS
ANGELES en route.

Passengers desiring to travel by this interesting
route will find the accommodation provided well
up to their expectations, and at a cost most
reasonable.

42 Days To New York.

For Passenger and Freight information please apply—

DODWELL & CO., LTD.

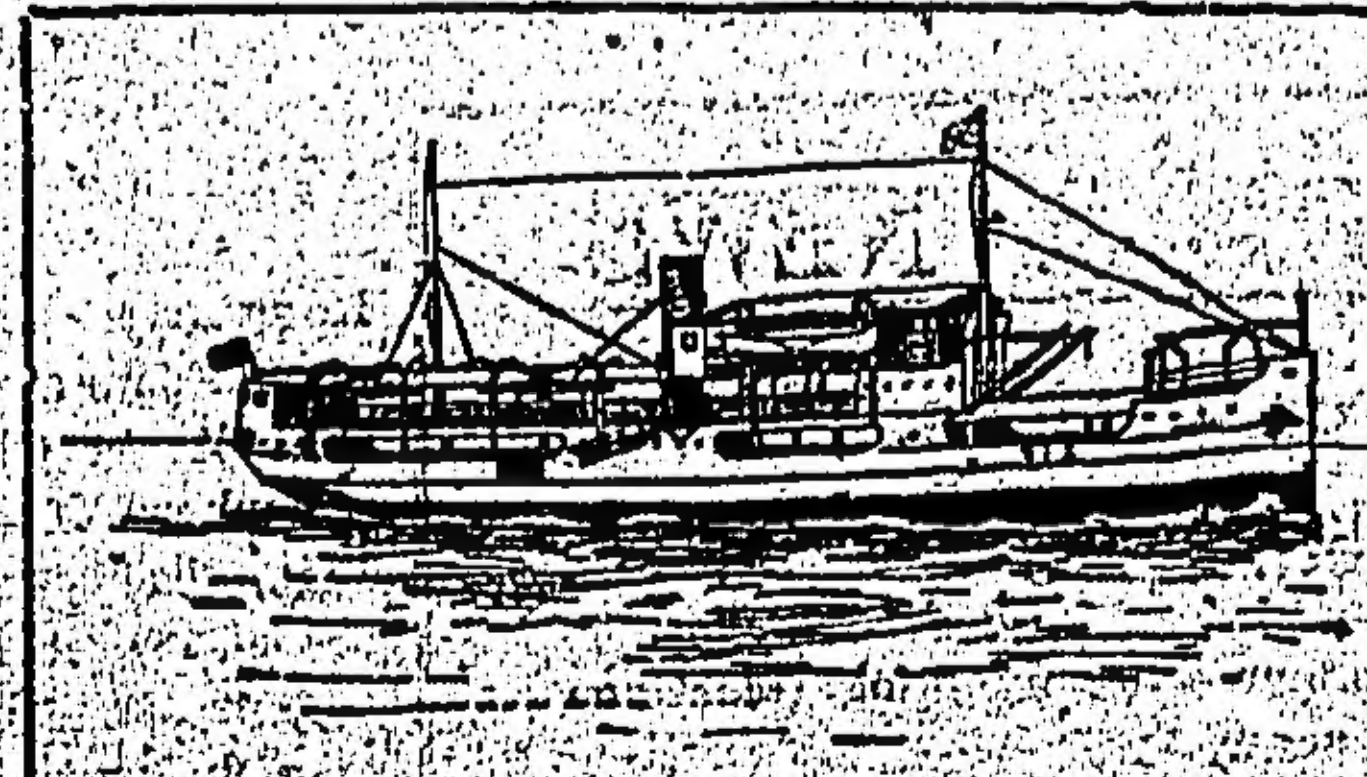
Queen's Buildings. Agents. Telephone 23011.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

DOCK OWNERS, SHIP BUILDERS, MARINE AND LAND ENGINEERS, BOILER
MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS,
ELECTRICIANS.

The Com-
pany pos-
sesses Six
Gravels
Docks and
Two Pat-
ent Slip-
ways. The
dimensions
of No. 1
Dock are
700 ft. x
85 ft. x 20
ft.



Codes: Under
AL, ABC,
Fifth, Na-
tion, En-
gineering,
First and
Second Ed-
ition; West-
ern Union
and Wat-
kins.

M.S. "SUGBO"

Single screw steel passenger and cargo motor ship. Dimensions: — 144' 0" L.P.
x 28' 0" M.D. x 11' 6" M.D.; D. W. 470 tons; H.P. 360; Speed 10 1/2 knots. Built
and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the
order of La Naviera Filipina Inc. Cebu for Philippine coasting service.

Please address enquiries to the Chief Manager:

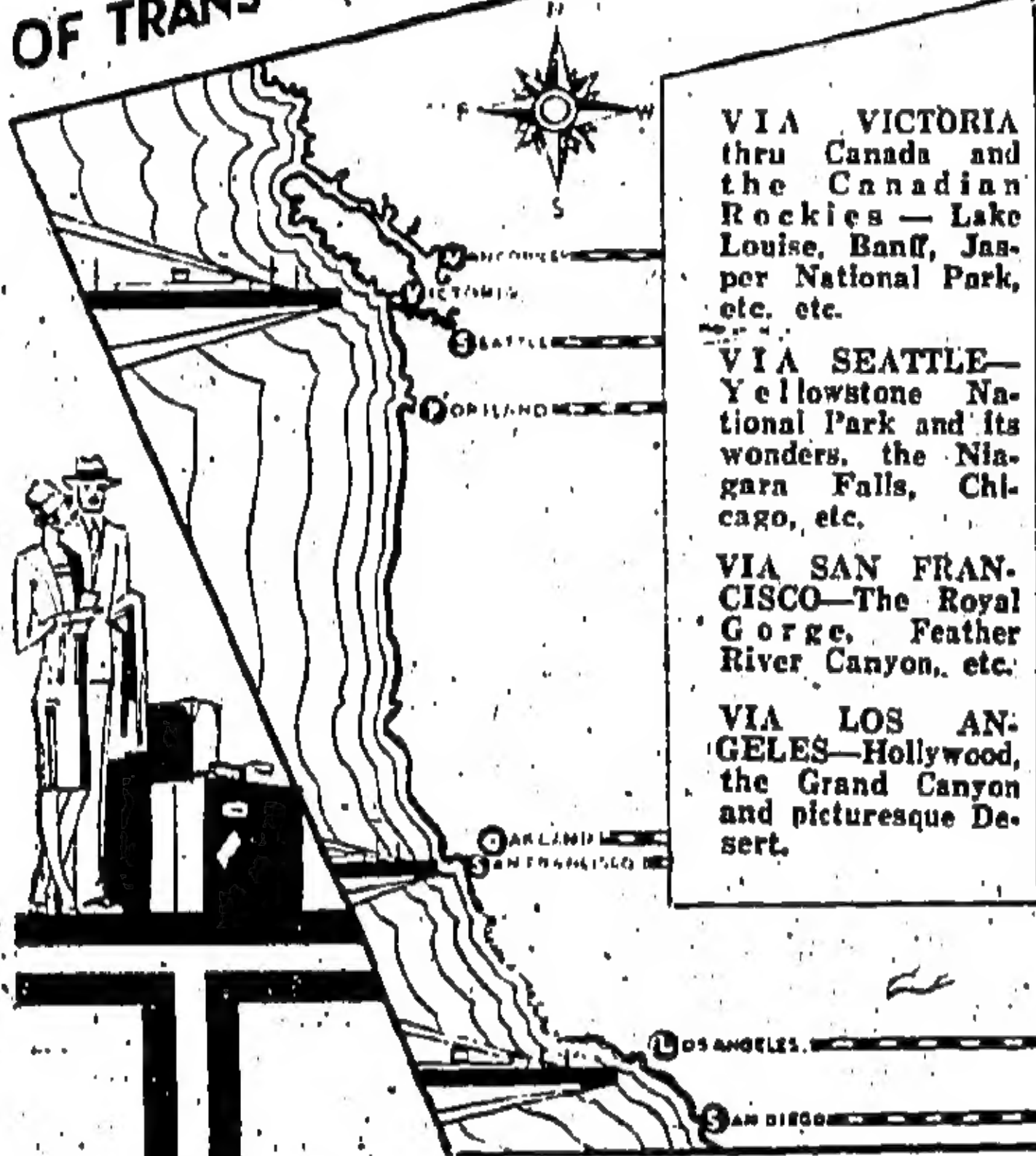
R. M. DYER, Esq. M.N.A., Kowloon Dock, Hong Kong.

WHITBREAD'S

FINEST LONDON STOUT.

BREWED IN LONDON
FROM THE FINEST MALTED
BARLEY AND HOPS.THE STOUT WITH A
BEER PRICE!!

Sole Agents:

A. S. WATSON & CO., LTD.
Established 1941.YOUR CHOICE
OF TRANS-CONTINENTAL RAIL ROUTESTHROUGH TO EUROPE
VIA NORTH AMERICA
"THE INTERESTING WAY"
£120 & £112DOLLAR STEAMSHIP LINES
AND AMERICAN MAIL LINE

KAIPING HOUSEHOLD COAL

In Lots of not
less than
1/2-ton—
Delivered to
Peak District
(above Bowen
Road), \$23.00
per ton.
Delivered to
Bowen Road
and Lower
Levels, \$21.00
per ton.
Delivered to
Pork Hill
Road, \$23.00
per ton.
Delivered to
Kowloon, \$19.00
per ton.Orders should
be sent in writ-
ing at least 24
hours before
the coal is re-
quired.
All orders
must be accom-
panied by Cash,
Cheque, or
Comproadors
Order payable
to "The Kailan
Mining Ad-
ministration."THE KAILAN MINING ADMINISTRATION.
Head Office: TIENTSIN.
DODWELL & CO., LTD., Agents, Hong Kong.

DAIRY FARM NEWS.

Butter Prices.

Reduction

We are pleased to announce the following reductions as
from the 1st November next.

"Daisy" Butter to \$1.40 per lb.

"D.F." " " 1.35 " "

"Dairy Maid" " " 1.30 " "

The Dairy Farm Ice & Cold Storage Co., Ltd.

WHITEAWAYS

MEN'S FELT HATS



IT'S

A

"TRESS"

You can be sure you are
correct if you are wearing
a "TRESS" HAT."TRESS'S" have been established as hat makers for
84 years. For value, style and finish they are in the
front rank of Hat Manufacturers.THE LATEST SHAPES & SHADES.
SNAP OR CURL BRIM.

\$16.50 to \$22.50.

MEN'S OUTFITTING DEPT.

WHITEAWAY, LAIDLAW & CO., LTD.

The China Mail

[Every evening except Sunday.
Annual subscription, excluding
postage abroad, H.K. \$36, payable
in advance. Local delivery free.]

Overland China Mail

[The weekly edition of the "China
Mail" Annual subscription, H.K.
\$13 including postage \$18, pay-
able in advance.]Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers
No. 5A, WYNDHAM STREET,
HONG KONG.TELEPHONES:
Business Office: 2002.
Editorial Department: 2464.
Cable Address: Mail, Hong Kong.All communications should be
addressed to the Newspaper En-
terprise, Ltd., to whom all remit-
tances should be made payable.
London Office: S. H. Bywaters
& Co., Ltd., 36-38, Southampton
Street, Strand, W.C.2.

Hong Kong, Thursday, Oct. 30, 1930.

FALSE NEWS.

One of the many disadvantages from which newspapers in the Far East suffer is that they are unable to verify the news that is cabled out to them. A piece of news that is flashed under the sea may be true or entirely false. It must be taken at its face value, printed, and disseminated among the paper's readers as a veracious report. Later, perhaps, may come a second message: "Report strongly denied." But it has already appeared in print and been read by people who may never see the denial or correction. The damage is done; and a wrong impression is given which, in some extreme cases, may have a most serious effect. It is humiliating for a newspaper continually to have to run the risk of offending its readers by publishing false news, for nothing so undermines public confidence in a newspaper as untrue or sensational news.

With irritating frequency inaccurate reports are sent to Hong Kong from all quarters. Not many days ago it was reported that Master Christopher Jowett, a nephew of Mr. F. W. Jowett, M.P., had been arrested by the Soviet Secret Police, the OGPU, and detained for several weeks in a filthy room, without proper food, and in every condition of discomfort. Naturally, the newspapers made the most of this sensational tit-bit, for nothing is more guaranteed to evoke the indignation of your British readers than the intelligence that one of our countrymen and a prominent member of the British Parliament has been arrested by the Soviet Secret Police.

probably has done a lot of harm. It has increased the feelings of hatred which British people feel towards Russia, a feeling which has been growing in intensity from the time of Balacava to the overthrow of the Romanoffs. These feelings are very foolish indeed, for usually they are based upon reports which have no foundation in fact. If the report of the ill-treatment to Master Jowett had been true, the wave of indignation which swept over many of his fellow-countrymen would have been to a certain extent justified, although a certain less distinguished Briton who was connected with the Lena Goldfields received far harsher treatment without any satisfactory action being taken by the British Government. But in the case of Jowett the report was, if we are to believe the Soviet Ambassador in London, "absolutely unfounded." It is asserted now that young Jowett was never placed under arrest; he was merely requested to wait until certain necessary documents reached him from the British Consulate authorities.

Yesterday another report was cabled to the local Press which has since been emphatically denied. It was stated that a meeting of Conservatives, presided over by Col. J. Gretton, M.P., had decided to send a declaration to the Chief Whip submitting that a change of leadership in the Conservative Party was essential to the national interest. Following the publication of this, Col. Gretton stated that the report was "unauthorised and incorrect," and several Members of Parliament who were represented as having affixed their signatures to the manifesto have indignantly denied any association with such a document.

It would be futile for us to offer an apology to the public for these misleading reports, for our responsibility begins only with the correct transcribing of the cables which are despatched to us. We do think, however, that some action should be taken by the Home Government to prevent, where possible, the transmission of unfounded and mischievous accounts from London news agencies. Such action would not tend to restrain the liberty of the Press, but would serve to protect it from the peridious fabrications of unreliable scribblers.

News in Brief.

The Broadcasting Committee has decided that all Hong Kong wireless stations should be closed for their own safety during the broadcast.

One case of cerebro-spinal meningitis was notified yesterday.

Wing Ching (6), living at 15 Tai Foo Street, was yesterday sent to the Government Civil Hospital. He accidentally fell into the harbour at Saiwanho.

For the information of those ladies and gentlemen, who are attending the Ball at Government House, to-night, we understand that the correct dress is mess dress or evening dress with orders and decorations.

Mr. G. Bird, head watchman of the Taikoo Docks, has reported to the Police that a Chinese named Chan Chung, (48), residing at Saiwanho, accidentally fell in the No. 1 slipway at 10.45 yesterday morning, whilst they were slipping the tug Taikoo. He fell a distance of 20 feet and fractured his skull. His condition is serious.

The Yellow Dragon, the organ of the Queen's College states: We hear that Mr. Crook, who went on leave early in the year, has definitely retired. We wish him and his family a very long and happy life in London where they have now settled down. Although Mr. Crook will not be returning to the Colony again we know that he will always be in close touch with Queen's, and we hope that from time to time we may be able to publish articles from him in the Yellow Dragon.

AN EMIR IN EXILE.

VICTIM OF TREACHERY: LOSS OF TREASURE.

Kabul, Afghanistan, Sept. 17.
The former Empire of Bokhara, the small state lying between Turkistan and Afghanistan, Saiyid Mir Alam Khan, once worth over £35,000,000 is now a poor exile living on the edge of this city.

Fifty years old, well built and handsome, with a big black beard, formerly possessor of a harem of over a hundred of the most beautiful women in Central Asia and ruler over 1,250,000 subjects, he has been reduced to poverty. He has lodged a protest with the League of Nations in an effort to secure their help in regaining his kingdom from the Soviets who, he claims drove him from his country and robbed him of his valuables.

Such was the power that Saiyid wielded that shortly after his accession to the throne four of his kingdom were slaughtered, while wholesale massacre was carried on among political oppositionists and noblemen.

Bokhara's Capital.
The Emir's capital city of Bokhara had a population of about 100,000 and was a great trading centre. Surrounded by stone wall, a great citadel in the centre of the city housed and protected the Emir's treasures. The gates to the treasure chambers were guarded by sentries and were opened at sunrise and closed at sundown. Twice each day Saiyid would inspect his hoard of gold coins, precious stones and magnificent jewellery which were reported to be the greatest collection in Asia.

Living with apparent safety, surrounded by wealth and luxury and ruling a million-and-a-quarter people as he willed, the Emir paid little heed to the possible power of bribery. Not until it was too late did he discover it is alleged, that the Soviets had been financing the Young Bokharans Party and urging them to revolt against the ruler of the Emir.

When he did realise his danger he offered to incorporate his state within the British Empire and asked the British Government to take care of all his wealth and treasures, but the British refused and Saiyid found himself playing a lone game against the Russians.

Treachery.
In the early hours of August 5, 1920, the gates of the city were left wide open and the Russian infantry marched straight in and took possession. The Emir made a quick change and was passing out of the main gateway of the city, disguised as a porter, as the Russian troops were still marching in.

Two of Saiyid's sons were sent to the Government University in Moscow and many youths of the higher classes of Bokhara were sent to institutions at Tashkent and are now back in Bokhara preaching the cause of the Soviet. The power of Bokhara is now a Soviet commissar and the treasures, once closely guarded in the city, are said to have found a new resting place in Moscow.

First student (at a dinner)
"What's the time, George?"
Second student—"I don't know. I never have my watch and my arm is at the same time."

EH! BY GOOM.

LOCAL YORKSHIRE SOCIETY.

INAUGURAL MEETING.

These 'eer Yorkshire folk' held a meeting last night, and made up their minds to form a Society. So, look out, lad. There was several ladies there, and everybody talked in English—that is, whilst meeting was on. They talked summat else afterwards. There was one feller met some friends he'd never seen before, and he went to't Hong Kong Hotel, and—oh, well, least said, soonest mended.

It took a bit of time to get the meeting started, because everybody was saying to somebody, "Elo, where do you come from?" and when they got an answer, they'd say "Harrogate, (the 'H' is silent), Leeds, Heckmondwike, (or wherever it was), does to anyone called Johnson there? Tha does an all? Eh! by goom, it's a small world. Whoever would 'a thought it?"

Anyway, Mr. J. Scott Harston took the chair, and every one present clapped their hands and said "Ooray when he read a letter from the Governor, Sir William Peel, saying that he would be glad to be the President. He said that nothing would give him greater pleasure, as a matter of fact. Well, he can be quite sure that nothing could have given the meeting greater pleasure, at that.

There wasn't much argument about the rules and regulations. Mr. Harston read them through, and one or two folks asked questions, and that was all. Mr. Meyer, the secretary, had been to a lot of trouble to get them all framed up, and they were passed practically in toto (that means "as you were").

Then they got on with the election of officers. Mr. Harston was elected Vice-President, and Mr. E. W. Coulson treasurer. Mr. J. G. Meyer is to be secretary. When Mrs. R. M. Dyer was proposed for the Committee, up went every one's and like a rocket. That was real pleasant. Mr. J. H. Bottomley and Mr. J. H. Shaw were elected to serve with her. Mr. H. H. Priestley was elected as auditor.

They began to discuss 'aving a dinner and dance after that. Arrangements were left to the Committee. It's going to come off in December some time, and it'll be worth watching. Anyone who can get a Yorkshireman to dance is worth encouraging. I didn't catch what they intended to have at dinner, but I hope they don't forget the pudding—Yorkshire pudding, I mean. That'll make things more Home like.

—TYKE.

"FOUR JUST MEN."

BLACK MASKS AND MOCK REVOLVER.

A raid by masked men was described at Wokingham Police Court recently, when our young men were charged with being concerned together in attempting to deprive the owner of a building of the use of his property, assaulting the watchman, and being found on enclosed premises by night.

The men were Alfred T. Pocock, aged 25, of Mason Street, Reading; Arthur C. Seward, aged 25, of Beverley House, Wokingham; Percival James, aged 22, of Binfield Heath, Henley-on-Thames; and Gordon C. Taylor, aged 25, of Gipsy Lane, Wokingham.

The watchman, William Gaines, aged 51, said that shortly before midnight he heard someone on the premises. He added: "Four men rushed in. They were wearing black masks over their faces and they had socks over their shoes. One of them pointed a revolver at me."

"They tried to tie me up, with a rope round my arms and legs, and then they tried to push a gag in my mouth, but I yelled out for help until a policeman came."

It was stated the revolver was not an actual firearm.

"Film Romance."

Mr. E. D. Berry, who appeared for the four men, said: "This savours of the romance of the films or of an episode from Edgar Wallace's 'Four Just Men,' whose mission in life these young men were, apparently, trying to emulate, rather than of a serious flight into crime."

"In the heat of the moment they struck the night watchman harder than they had intended." All were excellent characters.

"Seward is a son of the owner of the premises, and the question of ownership is pending decision in the Chancery Court."

The Mayor imposing a fine of £2 each, and costs, for assaulting the watchman, said the Bench regarded it as a serious offence, but they took into consideration their excellent characters and warned the men about their future conduct.

The other charges were, with drawn.

Have You Heard?—

It is related by a contemporary how one day a tall man called at the Norwegian Legation. An official who attends to visitors in the normal course asked him his name and told him to be seated in the waiting-room. The man gave the name "Haakon."

"So the official went in to his chief and told him that Mr. Haakon would like to see him. And it was some moments before his chief, puzzled at first, leaped to his feet, saying, "For goodness sake, man! Mr. Haakon, indeed! Mr. Haakon is King Haakon of Norway!" The tall monarch thoroughly enjoyed the joke.

Daughter—"But, father, I love John and John loves me, and we are going to be married!"
Father—"How can you marry him when he only earns fifty shillings a week?"

Daughter—"When you're in love a week passes so quickly."

Sentry—"Halt! Who goes there?"
Corporal—"A friend with a bottle of whisky."

Sentry—"Pass friend, halt, whisky."

A story is current concerning a new minister, a short, stoutish man, who was recently appointed to a church in the Highlands.

He met with general acceptance, and was disliked only by the beadle, a tall, lank-limbed individual, who had served long in the church. Knowing that the old beadle was a shrewd judge in these matters, one of the elders, disturbed by this marked disapproval of the dumpy minister, asked him what was wrong.

"The man's nae guld," disclosed the beadle after persuasion. "His trousers winna fit me."

Magistrate—"How do you know you were going only fifteen miles an hour?"

Defendant—"Why, I was on my way to the dentist's."

I think I'll call round and see the doctor to-night, dear," said the commercial traveller when he came home. "I've had singing noises in my ears off and on all day!"
"I don't wonder at it," replied his wife. "You left your sample case at home this morning and took out the portable wireless set!"

She was having a hectic morning with the telephone. Just back from the honeymoon, there was the exciting task of ordering supplies from the local tradesmen.

"Hallo," called the young wife "Is that Bunn, the baker's?"

"The Undertakers?"—"Came the reply, "No Madam."

A little ruffled she repeated her question very distinctly and got the answer she wanted.

"Will you leave a loaf every day at The Laurels?" she requested.

"With pleasure, madam," said the baker, "a Cottage?"

Nearly biting the transmitter in her indignation the bride retorted "Certainly not! We're semidetached."

"I'm sure he's a waiter, Marle!"

"Why do you say so?"

"Because when I asked him whether I could always rely upon him, he said he'd stick to me through thick and clear."

A newly-wed husband said, "Kate, that tart which you made was just great!"

Said his wife, with a start, "But the tart is still there; so that which you ate was the plate."

He was one of those clever people who knew everything. His latest craze was the reformation of the dictionary. There were dozens of words there that could be altered, and the spelling made much shorter.

"For instance," he said, "words like 'catalogue' and 'epilogue' should have the last two letters eliminated."

"All words?" said an enemy.

"Yes."

"Then how about the word 'glue'?"

"Then, the loquacious one had to ponder."

Ten Years Ago.

[From the "China Mail" of October 30, 1920.]

To-day's dollar is worth 3/10 3/4d.

There is to be a special gathering at the Helena May Institute on Friday next at 4 p.m. to welcome the new Bishop. No invitations are being sent out, but it is hoped that all who can will come and meet him. H. E. the Governor has intimated his intention of being present. The Bishop will be enthroned at 5.30 on the same day in St. John's Cathedral.

PUZZLE OF THE PROTON.

Cambridge Savant's New Theory.

"DOUBLE-ENERGY."

Dr. P. A. M. Dirac, the young Cambridge scientist, whose new theory of the atom startled and puzzled his audience in the Mathematics and Physics Section of the British Association, and has been hailed by his fellow-investigators as a daring Columbus who has widened the horizon of research.

Sir Oliver Lodge said: "Dr. Dirac has propounded a new theory of matter and space which may be true. I think it is. He goes down more fundamentally to the secret of the atom than ever before. It has always been a puzzle to know what a proton was. Dr. Dirac has found that it is an electron with negative energy, which behaves as if it had a positive charge."

Explaining Gravity.

Dr. F. E. Smith, head of the Department of Industrial and Scientific Research and president of the Mathematical and Physical Science Section, said: "It may be the means of helping us to the great goal of explaining gravity. That is not explained by existing theories."

Professor Lennard-Jones, Professor of Theoretical Physics in Bristol University, said: "There appears to be no reason why an electron should not have large negative energies as well as positive energies and why an electron should not switch from one to the other."

"Dr. Dirac, in his paper, accepts this logical conclusion and shows that the world can be thought of as consisting only of electrons. Most of the states of negative energy are occupied but those which are not—the 'holes' as it were—appear to our senses as units of positive electricity or protons."

"Dr. Dirac realises that it does not explain why the proton has a mass which is 1,800 times as large as the electron. According to Dr. Dirac's new theory they should have the same mass."



Lady (to modest): "Could you send in your account yearly in future, as I find the monthly arguments with my husband over them rather trying."

INDIA'S DUTY.

NAWAB OF BHOPAL'S TRIBUTE TO VICEROY.

Bhopal, Sept. 17. Addressing the Legislative Council on the eve of his departure to England to attend the Round Table Conference, to which he is a delegate, the Nawab of Bhopal paid a tribute to Lord Irwin.

He said: "In order that he might be able to establish the happiest relations between Britain and India it will be our duty to assist him to our utmost capacity. This is all the more necessary in view of the fact that he must have been seriously handicapped by the unfair and unnecessarily bitter criticism of his policy by certain people abroad, who considered themselves better qualified to deal with India's problem than the man on the spot, who could be relied on to understand the situation in all its bearings far better than his critics can from a distance of several thousands of miles."

Congress Activities. Turning to the Congress activities, the Nawab of Bhopal strongly deprecated the use of unconstitutional methods and condemned resort to violence.

Disrespect to law and authority and disregard of life and property destroyed the very basis of society. He concluded: "The Imperial Government and the Viceroy offered from the hand of friendship."

"No Government could on the eve of a free and fully representative Conference have given pledges which would have rendered all discussion at the Conference futile, and might have compromised and prejudiced the position of different vital interests in the country."

FRIENDS' OPIUM.

CHARGE AGAINST CHINESE FAILS.

A breach of the Opium Ordinance was the cause of a Chinese appearing before Mr. Lindsell this morning at the Central Magistracy. He pleaded not guilty.

Giving evidence, Revenue Officer Grimmett said that at 3 p.m. yesterday he raided the first floor of 245 Des Voeux Road, and in the kitchen discovered a quantity of opium. It was hidden in a wall behind the zinc in several packets. Defendant told him that a friend had brought it to his house and left it. He knew it was there. All the other occupants of the household said that defendant knew about the drug.

Mr. Lindsell discharged the defendant, and ordered the confiscation of the drug.

VARIABLE WINDS.

To-day's weather report from the Royal Observatory states:—

The anti-cyclone has strengthened and is now central to the N.W. of Vladivostok.

A depression has formed over the Eastern Sea. It is probably moving Eastward. Forecast:—S.W. or variable winds; moderate; fair.

Rainfall.

Rainfall to 10 a.m. to-day nil. Rainfall since January 1, 94.75 inches against an average of 80.43 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was:—

Hong Kong	78
Macao	77
Pratas Island	72
Manila	76
Poochow	74
Amoy	73
Swatow	70
Chefoo	54
Shanghai	61

ROYAL BABY.

THOUSANDS OF PARENTS WHO WISH TO COPY NAMES.

When the Duchess of York's baby received her Christian names of Margaret Rose many other daughters born on the same day were named after her.

"The number of birth registrations made only in the surname of the child is remarkable," a West End registrar said. "It is legal, but the forms must be completed within three months. Almost every day, when registering a girl's birth, parents asked that the Christian names column should be kept open until after the Duchess's baby has been given her names, as it is their intention to name their own children similarly."

ARE YOU ANAEMIC? Then this concerns you.

If you are anaemic or suffer from any of that class of ailment arising from anaemia (impoverished blood) the following letter which has been written by a fellow-sufferer will be of vital interest to you.

The letter is from Mrs. Florence Beatrice de Alwis, of Beatrice Villa, Pamankoda, Welawatte, Colombo, Ceylon, who writes:

"A couple of years ago my health failed and I felt languid and listless. I suffered from headaches and pains in the body, lost weight and got very pale and thin. At times I felt so bad that I had to keep to my bed. My nerves were also affected, and the slightest thing worried me. I was in this state for about a year, during which time I tried various medicines but nothing seemed to do me any good."

"Then I read of Dr. Williams' Pink Pills, and I decided to try them. I must say I was very pleased with results. Dr. Williams' Pink Pills gradually restored my strength and energy and I began to put on weight. The pains and headaches left me and before long my health was completely restored. I have since kept well and strong."

(Sgd.) Mrs. F. B. de Alwis.

This was a case of severe anaemia rapidly developing into the pernicious stage, when it is most difficult to cure. If you suffer from any similar symptoms you must start on a course of this world-famous remedy for anaemia right away. Dr. Williams' Pink Pills have a world reputation as the finest blood and nerve tonic ever offered to the public. They build up fresh supplies of rich red blood, restore the nerves and give you quickly on the road to perfect health. Obtainable from all chemists and druggists.

OLDEST WOMAN DOCTOR.

Her Life a Series of Adventures.

STILL ACTIVE AT 100.

The sunlight streamed in at the big window. Sitting within the window was an old lady, dressed in a white coat and skirt, and vigorously engaged in doing physical jerks. I murmured that it seemed a somewhat energetic occupation for a hot summer's day, whereupon she asked me sharply, "Don't you do physical jerks every day?" and on my replying in the negative, said firmly, "Then you are very naughty," and held on her way unchecked until she felt that she had had sufficient exercise for that afternoon, writes a special correspondent of the Morning Post.

Dr. Harriet Clisby, the world's oldest living doctor, who celebrated her hundredth birthday recently, is still essentially energetic, both physically and mentally. To have known her is a privilege. Her quality remains with her, and it says much for her powers of concentration that up to a few years ago she still gave drawing-room lectures to interested audiences.

She was born in London on August 31, 1830. She was to have been named Adelaide, "after the dear Queen, you know. My mother wanted it, but, you see, my mother was ailing at the time, and when my father brought me back from St. Margaret's, Westminster, I had been christened Harriet."

Early Days in Australia. Harriet Clisby's life has been one long series of adventure—and she has forgotten none of them. At the age of seven she accompanied her parents to Australia and still talks of that five months' voyage in a sailing ship, which she found pure delight, even to the storms and to the rations of salted meat and tinned potatoes, with which alternated all too rarely a little fresh milk and meat bestowed on them by the captain, who kept a few goats and fowls on board.

The Clisby family took up their residence in Adelaide—if you can be properly said to take up residence in bushland, where you slept in hammocks slung between trees in what is now the main street of South Australia's capital. The Governor lived in solitary splendour in a little hut and was an object of envy not because he owned a hut, but because he owned a cow, from which he could obtain fresh milk.

The Clisbys built their own house. It was made of mud and had a thatched roof, and they lived in it for three years. Then they moved further out into the country, where they stayed for five years, and at the end of that time Mrs. Clisby declared that it was time for Harriet to go down to Adelaide "and become a lady."

At Guy's Hospital. Adelaide was then expanding very rapidly. She saw the first newspaper published there, and in those days she believed that writing was to be her vocation.

At the age of twenty-eight she was conducting a community home in Adelaide for the rescue of women prisoners, but, together with a friend, she had founded Australia's first magazine, "The Interpreter," and later she became the editor of another paper, which rejoiced in the name of the "Southern Phonographic Harmonia."

This published a good deal of British news, which was sent out to her from home, and among her mail one day she received a pamphlet by Dr. Elizabeth Blackwell, dealing with the medical training of women. And as soon as she had read it Harriet Clisby knew that medicine and not writing was to be her vocation.

She studied medicine for the first two years in Australia under a doctor friend who enrolled her as his pupil. Then she went to England, where Miss Garrett, afterwards to obtain fame as Dr. Garrett Anderson, proved a staunch friend, but warned her that the United States was the only country which offered any opening to women doctors.

Harriet Clisby could not then afford to go to America. She worked at Guy's Hospital for a time, but as a nurse, since they would not admit women medical students. Her first earned money was a six guinea fee for a lecture she gave at Bristol.

The Great Fire of Boston.

"Little by little," she earned and saved and was finally able to cross the Atlantic to New York, where she won her diploma in 1866.

She lived for some time in New York, and more than twenty years of her life were spent in Boston, where she knew Louisa Alcott, and organized the first free religious movement for women, and also founded the Educational and Industrial Women's Union, which

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Entertainments.
To-day — Queen's Theatre.
"The Rogue Song."
To-day — Central Theatre.
"The Cuckoos."

To-day — World Theatre.
"Heroes of the Wild"; also "Taking a Chance."

To-day — Star Theatre.

To-day — Majestic Theatre.

October 31—Scottish Company H.K.V.D.C., Halloween Dinner.

November 1—At Hotel Savoy, Ballroom. Dance. Competition. (evening dress), 10 p.m.

November 1—Peninsula Hotel Carnival Dinner Dance.

Dec. 12—Hong Kong Automobile Association third annual dinner dance.

Sports

See Special Sports Diary on page 8.

Home Mails

To-morrow—Inward from Europe (Hokusan Maru), from London (Anchises) from Europe via Siberia (Suwa Maru); Outward for Europe via Siberia (Hakusan Maru) 8.30 p.m.

Meeting.
November 14—Meeting of the Licensing Board, Council Chamber, noon.

Lumma's Auctions.
Oct. 31—At Sales Room, household furniture etc., 2.30 p.m.

SLAV TERRORISTS.

BACKS TO FIRING SQUAD AS SIGN OF IGNOMINY.

Trieste, September 6.
The Fascist militia to-day carried out the death sentence passed on four Italian Slavs found guilty of murder and terrorist charges. All four were executed at dawn, with their backs to the firing squads, as stipulated by the court as an additional punishment for traitors. The four men, executed to-day belonged to a group of 10 Slav defendants who were accused of complicity in an aggregate of 99 treasonable acts such as armed insurrection, assassination and the formation of secret military bodies.

Besides the four sentenced to death, two were acquitted and the remainder condemned to terms of hard labour varying between two and 30 years. The trial had lasted several weeks.

The number of people who had lost their lives through the acts of the terrorists was given as 19. The case was deemed so important that a special tribunal for the defence of the State was appointed to deal with it.

SCHOLARLY POLICE

BRITISH CONSTABLES WITH DEGREES.

London, Sept. 26. The British policeman of the future will be a scholarly individual if the scheme recommended by the committee of the Police Council for the establishment of a police college to dispense scientific education is used. From the courses there suitable constables will emerge at the end of two years with a titular degree. The curriculum is to cover police administration and organisation, criminal law and the application of science to crime detection. It may include periods of travel to enable the students to assimilate useful points of foreign police organisations. The college is designed to cater for the needs of England and Wales, but the report suggests the exploration of the possibilities of extending the scheme to Scotland and the Dominions.

now has branches all over the United States.

She remembers the great fire of Boston. She only left her room at the urgent persuasion of her friends and, wrapped in rugs, she sat upon Boston Common, her precious case of instruments by her side.

It was towards the end of the 1880's that Harriet Clisby went to Geneva and, settled there, giving up regular practice. She founded "Union des Femmes" in Geneva, which still exists, and in 1894 she was asked to go to London and federate all the women's societies.

There was a meeting in the small Queen's Hall, with John Strange White in the chair, but nothing came of that meeting just then; the time was not yet ripe for such a federation. She returned to England for good in 1911 and has lived in London ever since.

The work that could not be completed in 1894 has since been brought to fruition, and no one has watched its successful progress with keener interest than Harriet Clisby, who keeps abreast of all modern movements.

NEW ADVERTISEMENTS.

G. PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 3rd day of November, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui in the Colony of Hong Kong for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Sub.	Boundary Measurements	Area in Sq. Ft.	Annual Rental	Upset Price
Locality	N. S. E. W.	ft. ft. ft. ft.	ft. ft.	£ s. d.
1	As per plan	4,000	50	500

PUBLIC AUCTION.
PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 3rd day of November, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamsuipo in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

No. of Sub.	Boundary Measurements	Area in Sq. Ft.	Annual Rental	Upset Price
Locality	N. S. E. W.	ft. ft. ft. ft.	ft. ft.	£ s. d.
1	As per plan	5,184	50	450

PUBLIC AUCTION.
PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 3rd day of November, 1930, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamsuipo in the Colony of Hong Kong for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

RUINED BY DOLES.

SHIPBUILDER AND SPINELESS POLITICIANS.

"We are crushed by taxation and the country is ruined by doles, and we have not a politician with sufficient backbone to do something," said Mr. R. S. Johnson, managing director of Cammell Laird and Co., Ltd., the shipbuilders, speaking at a luncheon after the launch of a tanker from their Birkenhead yard.

Our vast business of shipbuilding is leaving us. It is being gradually siphoned from us by foreigners.

America is building its own mercantile fleet. To do that American shipowners have been loaned between 90 and 100 thousand million dollars. They have 34 or 35 ships being built under this scheme, and the ships when completed will be subsidised by mail contracts, which means that no one else can compete.

Mr. Johnson said that the United Fruit Company, for whom Messrs. Cammell Laird recently completed a vessel, had six vessels being built under subsidy in America. In Italy, Germany, Scandinavia, and France the building of ships was subsidised either by the Government or the municipality.

EVIL OF DUMPING.

EUROPEAN ASPECT DISCUSSED AT GENEVA.

Geneva, Sept. 19. The second committee of the League considered the Scandinavian proposal for an international inquiry into the interpretation of the most favoured nation clause. Danish and other delegates laid stress on the necessity for dealing with the problems of over-production and nationalisation. The Swedish delegate said that he was pleased with the international action to check dumping arising from the export bounty system, particularly the dumping of agricultural produce.

A NEW SENSATION in DESCRIPTIVE MUSIC

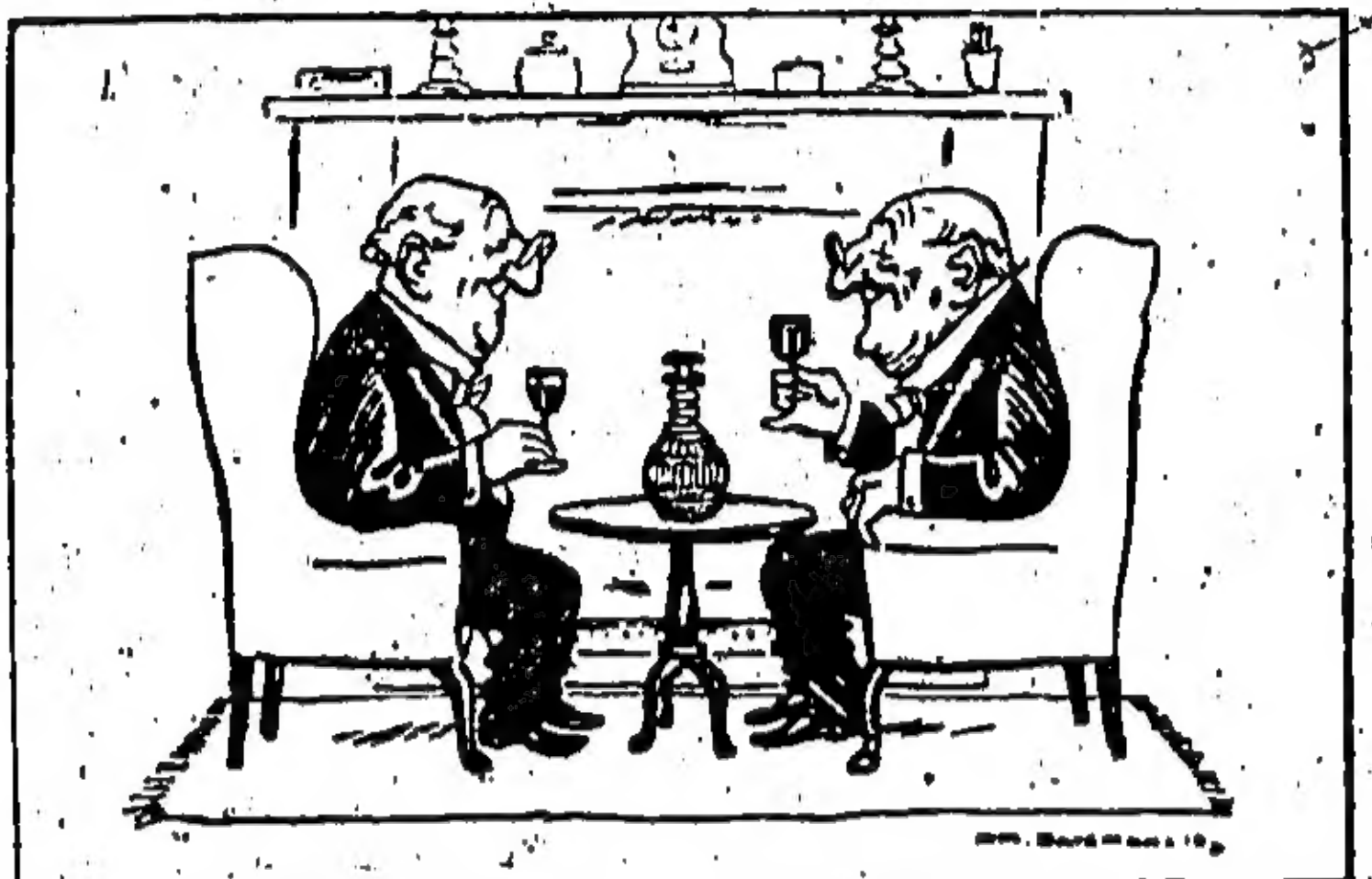
ANNO DOMINI The Year of the Master

The RECORD OF THE YEAR by the J.H. SQUIRE CELESTE OCTET

WITH CHOIR, TRUMPETS AND ORGAN.

A remarkable record in which with descriptive music, orchestral and vocal—is dramatically set forth the greatest human story of the world—the "Year of the Master." A gigantic triumph.

THE ANDERSON MUSIC CO., LTD.



HARVEY'S "BRISTOL CREAM" SHERRY. OBTAINABLE EVERYWHERE.

Sole Agents: CALDBECK, MACGREGOR & CO., LTD. (Incorporated under the Companies Ordinance of Hong Kong). Prince's Building, Ice House Street, Hong Kong.

MESSRS. KOMOR & KOMOR'S AUTUMN EXHIBITION

OF WATER COLOURS AND OIL PAINTINGS PICTURES

by the foremost artists of Japan open from 9 a.m. to 5 p.m.

10 DAYS ONLY

Prices ranging from three dollars upwards.

The most suitable Wedding or Xmas presents

KOMOR & KOMOR

Art and Curio Experts
St. George's Building,
Corner of Chater Road and Ice House Street.



Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande, Price & Co., Ltd., Sole Agents for Hong Kong."

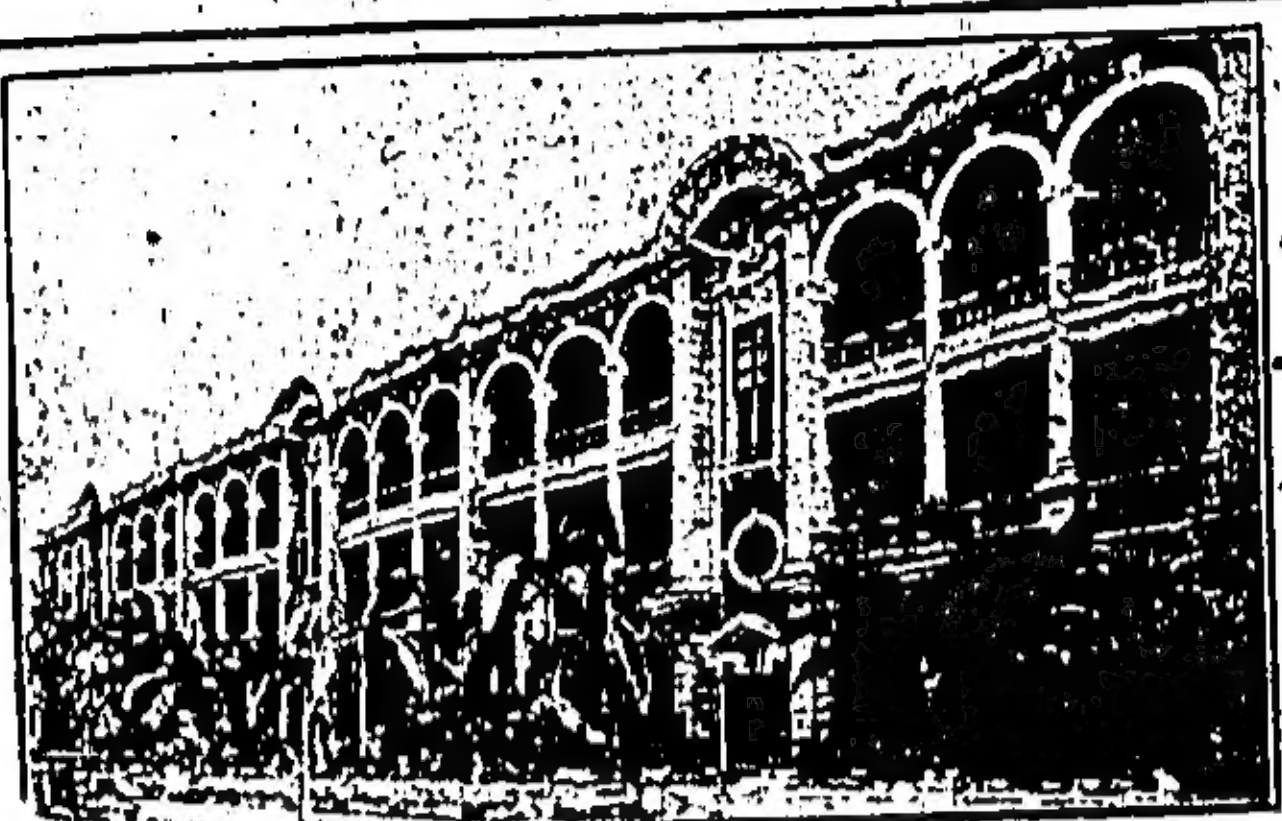
SOLE AGENTS:

GANDE, PRICE & CO., LTD.

St. George's Building, Ice House Street,
DIAL 20135 HONG KONG.

THE
HONG KONG
PENINSULA HOTEL:
HONG KONG HOTEL: REPULSE BAY HOTEL:
PEAK HOTEL
AND
SHANGHAI
ASTOR HOUSE: PALACE HOTEL.
HOTELS.
LIMITED

In association with the Grand Hotel des Wagona Litt, Peking.



"EMPRESS LODGE"
PRIVATE HOTEL.

Cable Add. 242, NODY ROAD, KOWLOON. Call or Telephone 57296.
Hong Kong.

AIRLIE HOTEL
2125, NATHAN ROAD, KOWLOON.
Under European Management. Three Minutes From Ferry.
EXCELLENT CUISINE—MODERN APARTMENTS.
TERMS MODERATE. Cable Address: "AIRLIE."
Tel. 57357.

THE HARBOUR VIEW PRIVATE HOTEL.
9-12, Chatham Road, Kowloon.
Finest Situation on the Peninsula. Large Airy Rooms with Full Benefit of the Cool Sea Breezes. Unequalled Cuisine.
Phone 56734. Proprietress—Mrs. Gardner. Cable Add. "Harview."
Tel. 56734.

POST OFFICE NOTICE.

CHRISTMAS PARCELS MAIL FOR GREAT BRITAIN.

The Christmas Parcel Mail for Great Britain will be closed in the General Post Office at 5 p.m. on November 2nd. This mail is due in London on December 12.

INWARD MAIIS

From Per
FRIDAY, OCTOBER 31.
Japan, Shanghai and Europe via Siberia Suwa Maru
(London, Oct. 11)
Europe via Negapatam (Letters and Papers, Hakusan Maru
London, October 2)
London (Parcels, Sept. 25) & Straits Anchises
SATURDAY, NOVEMBER 1.
Sourabaya Ombilin
Shanghai and Swatow Sunning
Shanghai Zosma
Straits Lahore
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Oct. 3) President Wilson
SUNDAY, NOVEMBER 2.
Manila President Cleveland

OUTWARD MAIIS

For Per
THURSDAY, OCTOBER 30.
Swatow Hydrangea 3 p.m.
Amoy Tannan 3.30 p.m.
Samahul & Wuchow Kong So 4 p.m.
Saigon Shun Chih 4.30 p.m.
FRIDAY, OCTOBER 31.
Manila, Australia (except Places North of Brisbane) and New Zealand via Thursday Island Nellore
(Due Thursday Is., Nov. 15.)
Parcels Oct. 31, Noon
Registration 1.45 p.m.
Letters 2.30 p.m.
Hal Ning 2 p.m.
Hakusan Maru 3.30 p.m.
Suwa Maru (Due Marseilles, Nov. 30.)
G.P.O.
Registration Nov. 1, 8.45 a.m.
Letters 9.30 a.m.
Chung Kong 5 p.m.
Kiangchow
Registration Oct. 31, 5 p.m.
Letters 6 p.m.

*Superscribed correspondence only.

CRICKET.

MEMORIES OF AN OLD QUEEN'S COLLEGE BOY.

ONE MATCH YEAR.

After being neglected for a season, it is indeed good to see King Cricket coming into his own again at Queen's. Early though the season is, two matches have already been played, and I am told there are quite a few more games on the fixture-list, so to the cricketers of Queen's, good luck!

As I write my mind drifts back to the good old days when one had nothing but some homework left undone to worry him. Such things as the drop in the dollar or the rise in the price of everything did not matter so long as there was plenty of cricket during recess, tiffin-hour, and after school. Those were the days when a team of masters and boys more than held their own against the past pupils; the days when the College eleven took on teams in the senior division of the Hong Kong Cricket League, and when the College team was the eleven in Hong Kong schools.

Looking back, I can see Mr. Johnny Fletcher who did so much for cricket at Queen's—trying his best to send Arthur Rumjahn's stumps flying, but this all-round athlete and Captain of the School Eleven is equal to the occasion, and "Duggie" Liang, "Pony" Ismail, George Hyder and Company stand near the steps on the lower play ground and laugh as Mr. Fletcher's face gets redder and redder through his efforts to bowl Arthur. A few minutes later, the bell rings, and cricket is forgotten—for a few hours at any rate.

Things go on this way for a time. One fine morning we find "Pony" strutting about the quadrangle, looking as pleased as can be. Why all this joy? Then the news is out. He has been appointed Captain of the Eleven, and he makes his presence felt too. "Listen, you slackers," he shouts, "get busy and put in some practice or we'll go to pieces!"

Greased Lighting.

The nets are up and everything is ready. Messrs. Kay and Fletcher come down to the playground. Mr. Kay coming to bowl—Fast? Sure he was—just like greased lighting, and on a cement wicket with matting, well just imagine. However, practice goes on as usual, and looking down from the little verandah outside his office, the headmaster, Mr. Bertram Tanner (one of the best), shakes his head as he says, "Nothing but cricket will suit these foreign boys!"

Time goes on, and we find J. S. Abdul-Curree (or "Savage," as the headmaster used to call him) is captain. "Pony" is still in school, but there are a lot of new faces—the two Madars, Minu and Arculli, all of the Indian Recreation Club. Again Mr. Fletcher tells this lot what to do and what not to do, but that silly ass has hit the ball out of the compound again, in spite of the fact that the master keeps saying, "keep them down, liddle, keep them down."

I remember that only one school took us on during this year. St. Joseph's College were our opponents in a match played on the Indian Recreation Club ground. The game was a close one and we nearly lost, but then, in face of defeat, with the true fighting spirit characteristic of sons of Queen's the team pulled off a wonderful win. Three cheers, Q.C.C!

"Pony" and "Savage."

The next year saw "Pony" and "Savage" figuring in the list of "Old Boys," and F. M. el Arculli was chosen to lead the cricket team. Mr. Fletcher still carried on the good work, but about half way through the season, Mr. Wallington arrived from Home, and he also gave most of his spare time to cricket. As a matter of interest, I may add that he was called Mr. "Wallington" and Mr. "Washington" by one of the team who did not quite catch on to "Wallington."

Some little time later we played off our annual fixture with the Old Boys' Association, and thanks to a brilliant 61 by Mr. Wallington we

won handsomely. We were particularly fortunate this year in that we had four masters playing for us—Messrs. Fletcher, Chau, Wallington and Meacock. That was indeed a memorable match, and if my memory serves me, Mr. Kay wrote a description of it in verse for the April 1924 issue of the Yellow Dragon. I still remember how Robert Ho-tung and Frank Gross tried to knock-up centuries in this game. They had only just taken it up, but for keenness they were like two veterans. Good old Robert, good old Frank.

Another year passes, and we find the school very much quieter. Why? Because the Madars, Ho-tung and Arculli have left, and once again speculation was rife as to who would be the next Captain. The day for the meeting comes round, and a bunch of boys gather in the Hall then A. R. Minu walks out, with his chest sticking out a mile! He is Captain, and as far as I know (I was really too busy to follow the College cricket closely) only a few matches with the other schools were played. A host of new boys had joined the school and the most promising cricketers were A. S. Saffiad and M. R. Abbas.

The wheel of life rolls round, and we are carried to another "Election Day." Suddenly Saffiad comes into view—his face all wreathed in smiles, for he is now *the* par of the College Eleven. Things go on like this for a year—matches played with other teams are won and lost, but Mr. Fletcher is still "cricket master."

Fell Asleep.

Then came the year when the cricketers of Queen's fell asleep. I believe A. R. Saffiad was Captain then, but for some reason or other not a single game was played.

I am now brought back to the last meeting of the Hong Kong Cricket League, which I attended as one of the representatives of my Club, and while wondering how many games we would have during the season, a youth towering some six feet above the ground came up and said: "Excuse me, can you give us a game during the season, please?" I looked at him, wondering what Club he was representing, when he muttered the magical words "Queen's College." I started and fumbled for my pencil, and without consulting our other representative, I marked down a game for Q.C. on the fixture-list. And so he went on till quite a few games for the College were fixed up.

This tall lad was none other than Archie Hunt, the present Captain, and to him and his team, I wish all good luck. Perhaps they will forgive me if I ask them to always bear in mind—

"With stumps, bat and ball,
The best game of all."
—F. MEIA in the Yellow Dragon.

University Team for Saturday.

The following have been selected to represent the University in a friendly cricket match against the R.A. on Saturday at Pokfulam at 2 p.m. sharp:

D. J. N. Anderson (Captain), A. Baker, L. T. Elde, D. K. Samy, G. W. Lam, A. B. Sultman, A. Chan Pook, A. M. Rodriguez, A. T. Nomanbhoy, K. P. Gan, and A. S. A. Kyum.
Reserve: G. E. Yeoh.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—
Bank, wire 1/3 7/16
Bank, on demand 1/3 7/16
Bank, 4 months' sight 1/3 9/16
Credits, 4 months' sight 1/3 7/16
Documentary, 4 months' sight 1/4
On Paris—
On demand 795 1/2
Credits, 4 months' sight 835
On New York—
On demand 31 1/4
Credits, 60 days' sight 32 1/4
On Bombay—
Wire 86 1/4
On demand 86 1/4
On Calcutta—
Wire 86 1/4
On demand 86 1/4
On Singapore—
On demand 55 1/4
On Manila—
On demand 63
On Shanghai—
On demand Tls. 80 1/2
Dollar 9 1/2
On Yokohama—
On demand 62 1/4
Sovereigns (Bank's buying rate) 1/4
Silver (per oz.) 16 1/2
Bar Silver in Hong Kong Par.
Copper Cash Nominal.
Copper Cents 3% prem.
Rate of Native Interest 3 1/2% p.a.
Chinese Sub. Coin 24 1/4% dis.
Hong Kong Sub. Coin Par.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.825
New York 4.85 13/16
Brussels 34.845
Geneva 25.02
Amsterdam 12.06
Milan 92.795
Berlin 20.385
Stockholm 18.10
Copenhagen 18.16
Oslo 34.455
Vienna 163 1/2
Prague 193 1/2
Helsinki 43.95
Madrid 109.25
Lisbon 375
Athens 818
Bucharest 47 1/2
Rio 38 3/16
Buenos Aires 39
Montevideo 1/5 25/32
Bombay 1/7
Shanghai 1/8 1/2
Hong Kong 2/0 9/16
Yokohama 1/8 1/2
Silver Spot & For. ward 16 1/2
—British Wireless Service.

1% PER MONTH.

BUENOS AIRES BANKERS ON A "GOOD THING."

The directors of the 14 principal banks in Buenos Aires have combined in a spontaneous offer to the Argentine Government of a loan of a 100,000,000 piastres for three months at interest of one per cent per month. The Government has accepted the offer, but meantime, will utilise only half the amount.

TWO SERENADERS GONE "CUCKOO."



Jobyna Howland and Robert Woolsey in "The Cuckoos." Radio Pictures' brilliant screen farce.

HONG KONG STOCK EXCHANGE

Opening Daily Official Quotations 30th Oct. 1930.

STOCK	Buyers	Sellers	Sales	Non.	Fin. Year	Last dividend and when paid
Banks.						
Hong Kong Bank	1545	...	...	...	Dec.	(Interim 25 a/c 1929 22.12.29—84.45) Aug. 11, 30
Chartered Bank	...	...	...	...	Dec.	(Interim 7 1/2 free 1/2 tax a/c 1930) Sep. — 30
Mercantile Bk., Ltd.	...	...	...	...	Dec.	(1st 5% a/c 1930 less 1/2 tax) Sep. — 30
Bank of Asia	111 1/2	...	...	...	Dec.	6% for 1929 Feb. 28, 30
Insurance.						
Canton Ins.	1090	...	...	...	Dec.	(Final 27 for 1929) — 84.45 May 15, 30
Union Ins.	49 1/2	44 1/2	...	...	Dec.	(Interim 215 a/c 1929) — 21 May 30, 30
China Underwriters	280	200	...	...	Dec.	(Final 100 for 1929) — 21 May 30, 30
China Fire Ins.	400	...	...	...	Dec.	(Final 80 bonus 65 for 1929) — 21 May 30, 30
H. K. Fire Ins.	1100	...	...	...	Dec.	67 for 1929 Mar. 25, 30
Shipping.						
Douglas	...	27 1/2	...	...	Dec.	Last dividend for 1929... Mar. 4, 30
H. K. Steamboats	30.10	29 1/2	...	...	Dec.	(12 1/2 for 1929 on preferred) June 15, 30
Indo-China (Pref.)	...	...	...	...	Dec.	for 1929 and 1928 June 15, 30
(Def.)	...	...	...	...	Dec.	Last dividend for 1929... July 8, 30
Shell Transport	...	...	...	...	Dec.	(Div. 40 coupon No. 44 free) Jan. 1 for 1929 Mar. 10, 30
Union Waterboats	33 1/2	...	...	...	Dec.	61 for 1929 Mar. 10, 30
Mining.						
Benguet	...	...	370	...	Dec.	(Interim 15 bonus 5 for making 50 coupons a/c 1930) Sept. 30, 30
Kailan Mining Ad.	...	...	37 1/2	...	June	(Interim 1 1/2 free 1/2 tax coupon No. 37 year 30-31) June — 30
Langkat	...	...	8 1/2	...	Oct.	T. 0.50 for year 31-32-33 May 6, 30
Shanghai Exploration	...	...	1.30	...	Oct.	Nov. — — —
Loans	...	...	...	...	Dec.	Interim T. 0.25 a/c 1930 July 1, 30
Raibis	...	...	...	...	Mar.	(First interim 1 1/2 a/c year 31-32-33) Sep. 25, 30
Docks, Wharves, Godowns, &c.						
H. K. & W. Wharves	168	...	164	...	Dec.	69 for 1929 Mar. 28, 30
H. K. & W. Docks	...	...	...	...	Dec.	Last dividend for 1929... Mar. — — —
China Provident (old)	5.40	...	...	...	Dec.	Last dividend for 1929... Sep. 12, 30
(new)	5.55	...	...	...	Dec.	Interim T. 3 a/c 1930 Feb. 25, 30
Hongkong	...	...	...	...	Dec.	T. 0.50 for 1929 Feb. 25, 30
N. Engineering	...	...	...	...	Dec.	T. 7 for year 30-31-32 July 30, 30
Shanghai Docks	...	...	...	...	Apr.	...
Lands, Hotels & Buildings.						
H. K. & S. Hotels	1160	...	...	...	Dec.	60 cents for 1929 Apr. 7, 30
H. K. Lands (old)	501	...	...	...	Dec.	Interim 25 a/c 1930 Aug. 6, 30
(new)	70	...	...	...	Dec.	Interim T. 3 a/c 1930 July 31, 30
Rights	17 1/2	...	...	...	Dec.	60 cents for 1929 May 7, 30
Shanghai Lands	...	...	...	...	Dec.	Interim 30 cents a/c 1930 Sep. 4, 30
Humphreys	...	...	...	...	Dec.	60 for year 29-30-31 July 31, 30
H. K. Realities	9.35	...	...	...	Dec.	...
Chinese Estates	...	...	...	...	Dec.	...
Cotton Mills.						
Ewo Cottons	12 1/2	...	...	...	Dec.	Final T. 3 a/c 1929 Mar. 17, 30
Shanghai Cotton	...	...	...	...	Dec.	(T. 2 1/2 a/c for half year T. 2 1/2 new) May 28, 30
Zoong Sings	...	...	...	...	Dec.	T. 0.50 for year 30-31-32 Pending
Public Utilities.						
H. K. Tramways	18.10	...	...	...	Dec.	Interim 40 cents a/c 1930 Aug. 27, 30
Peak Tram (old)	13.90	...	...	...	Dec.	(50 cts. on old) for half year (40 cts. on new) 30-31-32 June 15, 30
(new)	6.60	...	...	...	Dec.	61 for 1929 Feb. 14, 30
Star Ferries	...	...	...	...	Dec.	Interim 25 cts. a/c year 30-31-32 May 12, 30
China Light (old)	901	...	...	...	Dec.	62.50 for 1929 Mar. 12, 30
(new)	93 1/2	...	...	...	Dec.	...
H. K. Electric	79.60	...	...	...	Dec.	...
Macao	...	...	...	...	Dec.	...
Sandakan Lights	...	...	...	...	Dec.	...
H. K. Tel. fully paid	33 1/2	...	...	...	Dec.	Interim (10 cents) a/c 1930 Aug. 1, 30
(part paid)	22.10	...	...	...	Dec.	T. 0.50 for 1929 Feb. 25, 30
China Buses (Ord.)	7 1/2	...	...	...	Dec.	(10% on preference shares) Subject to income tax Feb. 6, 30
(Pref.)	...	...	...	...	Dec.	...
Industrials.						
China Sugars	70 1/2	...	...	...	Dec.	In Liquidation...
Malayan Sugars	...	...	...	...	Dec.	Pa. 2 for 1929 Apr. 13, 29
Cald. Mag. Ord.	...	...	...	...	Dec.	(T. 0.50 on old) 7 months 1929 Apr. 20, 30
(Pref.)	...	...	...	...	Dec.	...
Canton Ice	...	...	...	...	Dec.	...
Cement (com.)	18 1/2	...	...	...	Dec.	(20 cents on old) for 1929 Mar. 19, 30
(old)	19 1/2	...	...	...	Dec.	...
(new)	...	...	...	...	Dec.	...
H. K. Ropes	10.60	...	...	...	Dec.	Last dividend for 1929...
United Asbestos	...	...	...	...	Dec.	...
Stores, &c.						
Dairy Farms C/R	26 1/2	...	...	...	Dec.	61.50 for 1929 Mar. 14, 30
X/R	24.80	...	...	...	Dec.	...
Rights	...	...	...	...	Dec.	...
Wapona	12.10	...	...	...	Dec.	30 cents for year 31-32-33 Mar. 31, 30
Der A Wings	...	...	...	...	Dec.	Last dividend for year 29-30-31 May 15, 30
Lane Crawfords	3.85	...	...	...	Dec.	62 for year 29-30-31 June 10, 29
MacIntosh	19	...	...	...	Dec.	...
Sincere	11.60	...	...	...	Dec.	...
Wm. Powells	...	...	...	...	Dec.	...
Miscellaneous.						
H. K. Amusement	...	...	...	...	Dec.	(62.50 on preferred) for year (61.50 on deferred) 31-32-33 Sept. 27, 30
Ch. Entertainment	10 1/2	...	...	...	Dec.	...
H. K. Construction	2.70	...	...	...	Dec.	None...
B. Ind. O. S. Bonds	64 1/2	...	...	...	Dec.	Interest half yearly...
H. K. Govt. Loans	8 1/2	...	...	...	Dec.	...

MAN LOONG.
PRESERVED GINGER MANUFACTURERS.

NEW SEASON PRESERVED GINGER
Best quality—Prompt attention to Exporters.
Office:—2 Dundas Street, Kowloon. Tel. 57088.
Factory:—2 Godown, Praya, Dundas Street, Mongkok.



Observatory Time From Your Light Socket.

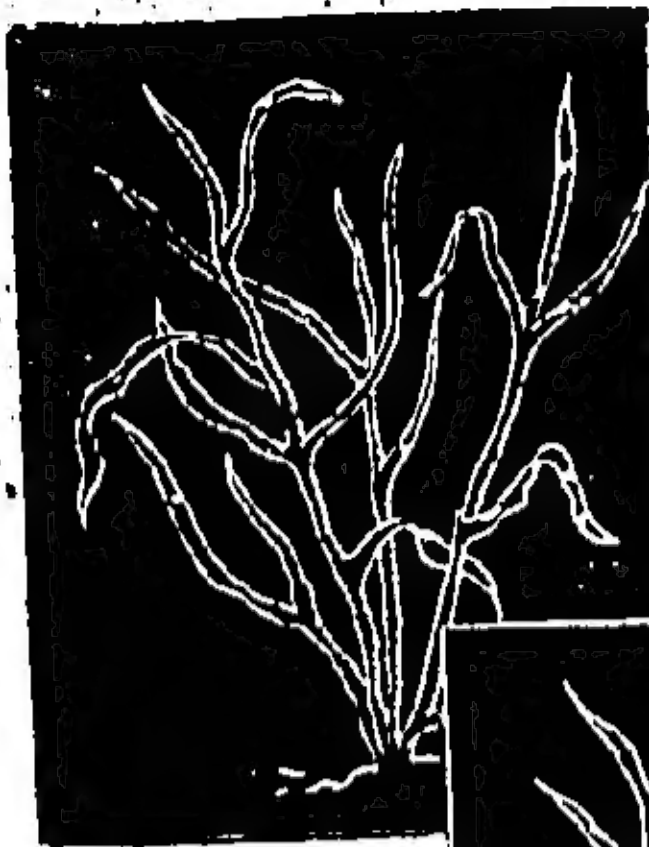
Telechron

RELIABILITY IS GUARANTEED

SATISFACTION IS MAINTAINED

Hong Kong Electric Co., Ltd.
General Electric Co. of China, Ltd.
Anderson, Meyer & Company, Ltd.

MOTORISTS THIS IS YOUR PAGE



THEY LOOK ALIKE BUT

— at harvest time one is good sound wheat and the other is worthless cheat.

LUBRICATING OILS LOOK ALIKE

BUT one oil is packed full enduring service — miles of quiet sweet running on the road — a purring motor with abundance of power.

Another oil breaks down. You keep putting in more, but bearings grind, pistons drag, valve stems scratch. You get less power from the motor; you wear it out because of poor lubrication.

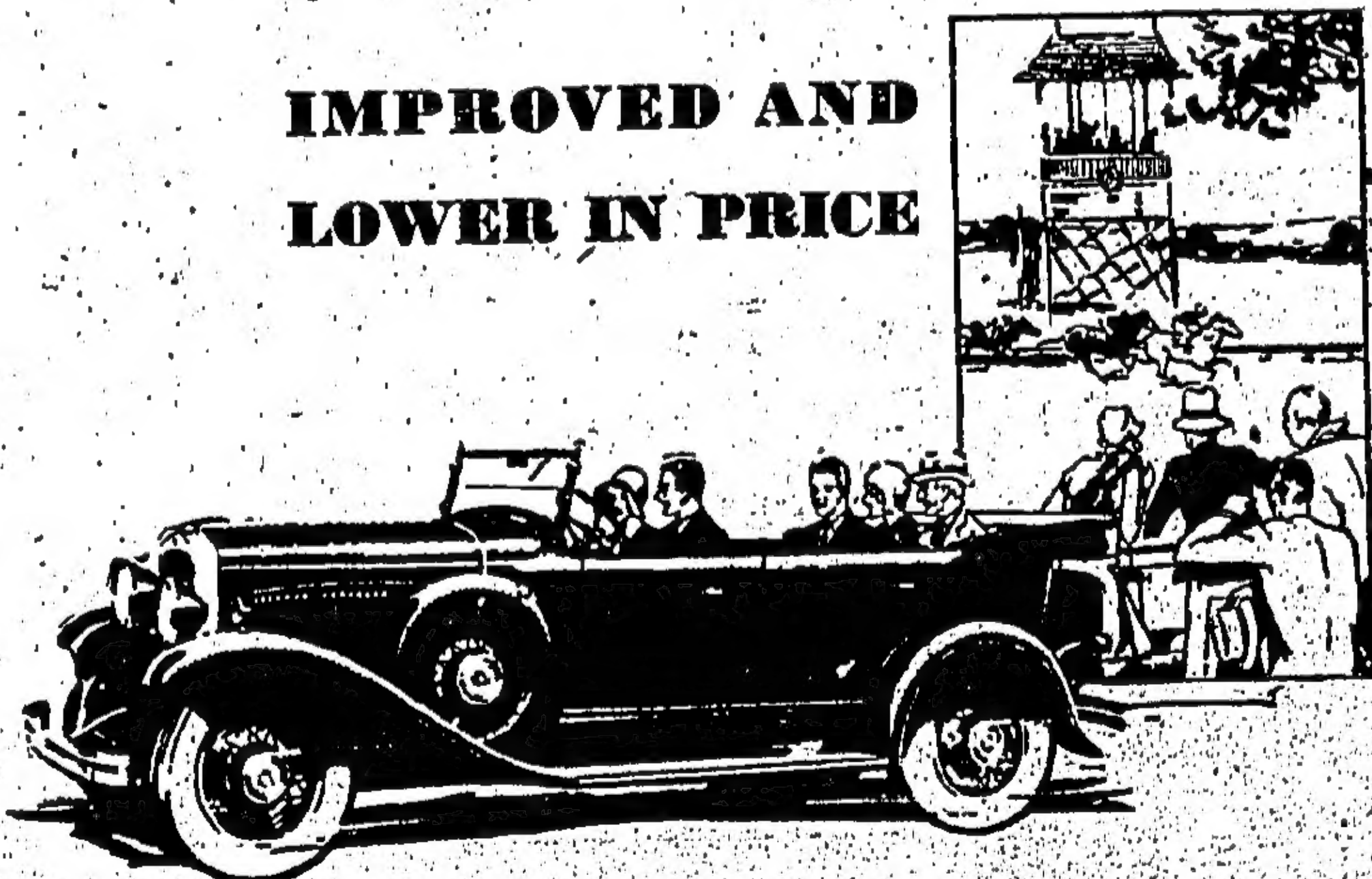
You can't tell the difference between two oils by looking at them. You rub a drop between finger and thumb. It looks as if you could tell something that way, but you can't. An oil that looks and feels heavy and smooth when it's cold, may turn to a thin watery liquid with little lubricating value, in the intense heat of the cylinders.

The right way — the economical way, to tell the difference is to trust the trade mark on a reliable, well advertised oil. That trade mark carries the backing of honourable men, and the word of expert chemists — men who know. That's the way to be sure of good oil.

GARGOYLE
Mobiloil
Make the chart your guide

A RECORD-BREAKING CAR

IMPROVED AND LOWER IN PRICE



To improve the famous De Soto Six that broke all sales records for a first-year car—and continued without change for 22 months—is in itself a great feat. To offer this better car at a lower price is a master stroke of engineering and manufacturing. The finer De Soto Six has, in addition to a bigger and more powerful engine, a new Steelweld Body—a definite step ahead in modern body construction that provides the greatest measure of silence, strength and safety. By improving a record-breaking car and at the same time lowering the price, De Soto today breaks all six-cylinder records in value.

WITH THESE FEATURES
Chrysler-designed, high-compression engine, using any grade fuel.
Light alloy ventilated bridge-type pistons, with piston rings of tongue and groove construction.
Positive self-equilibrating internal four-wheel hydraulic brakes.
Full-pressure lubrication—rubber insulation of engine—counterweighted crankshaft—camshaft driven by silent chain—thermostatic heat control—fuel pump—fuel filter—air cleaner.
Steelweld Body—no joints—almost solid—direct advance in body silence, strength and safety.

THE FINER
De SOTO
SIX

THE NATIONAL MOTOR CAR CO.

100, QUEEN'S ROAD, WEST

SOME CAR!

"Seven Times Round Earth."

STILL STURDY.

The first shipment of Lincoln cars to Dallas and Fort Worth territory, some years ago, includes Lincoln No. 2, a seven-passenger touring car. It was the second car turned out of the Lincoln Motor Company plant.

To-day, Lincoln No. 2, in perfect mechanical condition, is still making sales for the dealer who owns it, Perry Garrett Motor Company. It has had a long history, has travelled a total distance equal to nearly seven times around the earth and is still sturdy, still capable of much longer usefulness.

When first received in Texas, No. 2 was immediately fitted out as a demonstrator. Given every conceivable test, over all kinds and conditions of roads, it travelled some 40,000 miles in six months. Finally, Murphy Irby, of Greenville, Texas, impressed with the smooth riding qualities and the stamina of the car which the dealer was demonstrating, offered to buy it. Mr. Irby purchased the car and used it until his death. Afterwards, No. 2 was bought again by the dealer and has been in his possession since.

When the figures were last available, this extraordinary car had travelled 174,945 miles. Of the total 40,000 miles had been driven by Mr. Irby, with repair charges of less than \$50.

AIR HISTORY.

Tri-Motor Transport Plane.

Aviation history was made recently when a crew of four Army air-men, commanded by Lieutenant Colonel Jacob E. Fickel, executive officer of the Air Corps Material Division at Wright Field, Dayton, Ohio, landed at France Field, Canal Zone, after a non-stop flight in a Ford tri-motor transport plane from Kilauea across the blue wastes of the Caribbean. The plane with its heavy gasoline load covered with 1,140 mile jump in 11 hours, 20 minutes.

To military men, the flight was of great tactical interest as it demonstrated the practicability of direct air contact between continental United States and Panama without the necessity of crossing any country but Cuba. From a military standpoint that is considered important as Central American countries have been averse to permitting American military planes to fly over their territories.

Of greater interest, perhaps, was the fact that the big Ford plane still had 200 gallons of fuel in its tanks when it was landed at France Field. The weight of this amount of gasoline is greater than the weight of a great demolition bomb, proving that the Ford transport could have carried such a missile to its objective.

Lieutenant Albert P. Hegenberger, who was navigating officer of the flight, won international fame four years ago when he successfully navigated an Army plane in the first flight between the Pacific Coast and Hawaii. Lieutenant E. C. Whitehead was co-pilot and Sergeant K. D. Wilson radio officer.

In spite of the fact that the plane carried in the cabin 400 gallons of

gasoline weighing more than 2,500 pounds, in addition to the 300 gallons in its tanks, it took off easily after a 900-foot run in the early dawn. Average weather conditions were encountered during the flight, the plane having favouring winds part of the time and head winds the remainder.

The navigation throughout the flight was by compasses and radio, no astronomical observations being taken, the plane being held on its direct course without difficulty, and reaching a landfall at the Canal Zone within a mile of the mark aimed at. Throughout the flight Colonel Fickel was in constant communication with pilots in the cockpit by means of a telephone.

This method of communication proved extremely effective, particularly because of the fact that Colonel Fickel, from his seat behind the temporary emergency gas tanks in the cabin, was able to communicate instantly with Lieutenants Whitehead and Hegenberger in the pilot's compartment. In the same manner reports received by radio were transmitted to the pilot and navigation officer.

At 3 o'clock in the afternoon of the flight after all but 250 miles of the course had been covered, Colonel Fickel radioed to the army station at France Field that he would arrive at 5:30 p.m. The landing was made at 5:30 p.m. to the second.

The plane carried for emergency a rubber boat capable of inflation by air, and equipped with an 8-pound radio set powered with a 6-volt battery and having a range of 50 miles. Its use was not necessary, however, although the crew reported after the flight that their only period of anxiety was when they were flying over Bartlett Deep, one of the deepest spots in the Caribbean.

SINGER'S SCRIP.

Reduction in Profits Announced.

The directors of Singers and Co., motor-car manufacturers of Coventry, have decided to allot as dividend to ordinary shareholders one fully-paid preference share for every seven ordinary held. The reason stated for the decision to distribute shares instead of the usual cash payment is that more capital is required to complete and extend the buildings and for general equipment, says the Financial Times of August 25.

The preliminary announcement shows that the profit for the past year was \$144,266 a decrease of \$29,655 as compared with the previous twelve months, when the ordinary shareholders received 17½ per cent, including a cash bonus of 5 per cent. With the amount brought forward the available balance was \$233,484, as against \$243,343. Preference dividend requires \$23,322, leaving for appropriation \$210,162.

The share distribution will absorb \$95,251 the income tax at 4s. 6d. in the £ thereon requiring \$27,654. Last year's dividend and cash bonus together took \$116,683. The balance to carry forward is \$87,267, compared with \$89,218 brought in.

Singer's shares marked down during the past week, the ordinary to around 26s. 6d. and the preference to 16s. 7½d.

FOR BETTER

mileage

You Cannot Surpass

FISK

TYRES

The best in the long run

Obtainable at all garages upon request.

Sole Distributors:
GILMAN & CO., LTD.
4A, Des Voeux Road Central.
Telephone 28011.



SPEED.

Carefulness and Safety.

Speed has its uses and its dangers. It is the fundamental element incident, yet without acceleration there can be no progress in modern transport. Speed is essential in modern times; it may be regarded as a necessary evil to be kept within the bounds of safety, but it also must be regarded as essential.

Vehicle design of all types—car, coach, omnibus, van, lorry and motor cycle—tends towards provision of higher speed capacities. It has been suggested that present day rates of speed could not be possible in such circumstances motoring and commercial motor transport would be more costly. Increased speed capacity means increased efficiency, provided that a greater output of power is obtained for a given size of engine or for a given weight of fuel consumed.

Speed may be divided under two heads—maximum and average—in regard to which there is often a confusion of ideas. A relatively high average speed—allowing for safe and economical driving—is desirable since, on a commercial basis, the cost of a vehicle is less per mile the greater the mileage it covers in a week, a month or a year. With lower operation costs passenger fares and goods conveyance charges can be reduced, and this economy expands trade and assists development along the right lines. To maintain good average speeds the speed capacity of a car must, in the present state of internal combustion engine design, be sufficiently high to provide ample reserve for acceleration and for high speed upon straight, open

LEAD THE WAY

ON A

B.

S.

A.

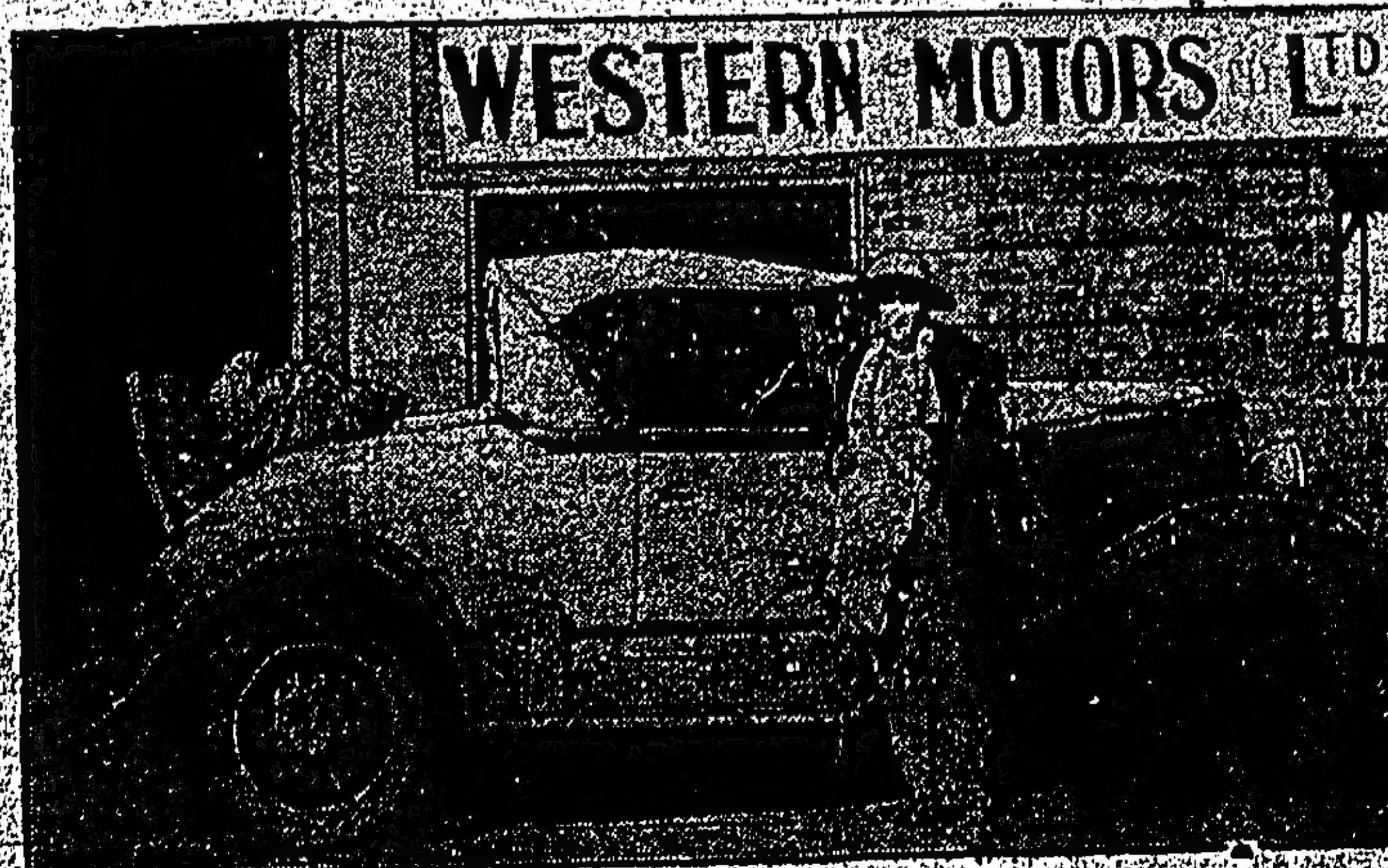
Sole Agents:

SINCERE'S

stretches of road where time can be made up. To condemn the motor car of today because it will do 70 miles an hour is therefore unreasonable. Moreover, speed has other uses when expressed in terms of acceleration. Many an accident has been avoided because the driver had a good reserve of power at his disposal. Lack of speed conduces to traffic congestion; that is proved every day by a horse drawn vehicle in a line of motors.

Not speed, but the abuse of speed, is the cause of accidents on the road. Risk and danger result from the use of speed in the wrong place and at the wrong time. If progress is not to be checked, increased average speed must come from advanced design, and the factor of safety maintained by improved control. The abuse of speed—mainly, its use at the wrong time—can best be checked by insistence on the observance of certain fundamental rules. These rules are already laid down in traffic regulations, but the only one to which a great deal of insistence is given is that relating to the 25 mile an hour speed limit. But better driving at higher speeds, will only be possible when drivers themselves make an effort to make conditions safer. If every driver entered intersections safely, gave proper signals, and used his imagination when driving, there would be more confidence among traffic generally, traffic would flow with less obstruction, there would be fewer accidents, the prejudice against speed would lessen, and higher average speeds would be possible with less risk.

First Woman To Motor From London To South Africa.



Miss Belle A. Groves, pretty Johannesburg girl, is the first woman to motor from London, England to South Africa. Miss de Groves made the journey in a Western Motors car, a De Soto Roadster. The journey was a record, the car being driven perfectly the entire distance and required only minor adjustments. The journey was made via Paris, Monte Carlo, Genoa, Port Said, Uganda, and Johannesburg. Between the last two points she used river craft.

WILLYS-OVERLAND.

President Sounds Optimistic Note.

"Willys-Overland's notable 30 per cent. August increase over July in unit sales, accompanied as it is by the first general improvement in car loadings and steel tonnage, indicates to us a definite and encouraging upturn," President L. A. Miller said at Toledo the other day.

"Statistics of saving deposits, coupled with some gain in employment generally, indicate an improvement in purchasing power, production and sales.

"Merchandise stocks generally, not only in the automotive field, but in various lines, are very low and there is sound reason to believe that the shipment of delayed orders for finished goods and heavy wheat shipments from the crop area may continue the up-swing in traffic contribution to railroad income.

"After a prolonged depression, such as we have had, there comes a time when a positive up-turn in business is inevitable.

"Estimates indicate that passenger cars in the hands of dealers were reduced another 10 per cent. during the period from the middle of July to the middle of August. The storerooms of thousands of motor car dealers throughout the country are virtually bare of new merchandise. Production of motor vehicles for the first seven months declined 33 per cent. over 1929.

"To careful students of the automobile industry, these figures, coupled with present signs of improvement, suggest alert watchfulness for the possibility that the automobile industry may again become the leader in the revival of industry and provide a powerful stimulus to the entire business world.

"The year's consumption of gasoline indicates an actual increase in automobile mileage this year. The experience of credit companies indicates little or no diminution in the use of motor cars. The continued expansion of suburban development of our cities, which is still in its infancy, has provided no reduction in the wearing out of automobiles now in existence. Perhaps a hundred billion miles of wear and tear have gone into the automobiles in use during the past 12 months.

"America is on wheels and the world is rapidly increasing its dependence on motor transportation. The past year has cleared out stocks and is now beginning to create a vacuum in the supply of motor transportation.

"It is entirely possible that we are near the threshold of an up-turn from a surplus supply to a surplus of demand for automobiles. As the turn comes, the effect on our whole

industrial situation may be more noticeable than we now expect.

"The automobile industry in itself is the largest employer of skilled labour in the country. Men added from time to time to the Willys-Overland and other motor companies' payrolls will increase the employment of railroads through carloadings, of steel mills, of fabric mills, of die and casting plants, of aluminium foundries of rubber companies, of glass factories, and scores of other industries which depend upon those here enumerated.

"The activity of dealers in selling these cars increases the income of salesmen, of clerical forces, employees of credit and insurance companies, banks, etc. It furnishes buying power for grocers, bakers, clothing merchants, and in turn starts further production and further employment of manufacturers supplying all of these trades.

"If the demand for motor transportation is sufficiently powerful during the next 60 days the improvement in employment thus begun in the automotive industry doubtless will carry through the remaining months of the year and help give that positive, permanent upturn to business conditions, out of which will grow the optimism necessary to carry business forward on another swing of prosperity.

"I am urging the five thousand dealers in the Willys-Overland organisation, and I know other automobile manufacturers are urging their dealers, to make an extraordinary effort at this pivotal time to see those buyers who are logically going to be in the market for new transportation some time within the next few weeks or months. The few purchases made now in each little community, which might as easily be made now as later, may conceivably turn tendencies toward improved conditions into an actual tide of buying and advance considerably our coming period of new prosperity.

ASLEEP AT WHEEL.

R.A.F. Officer Fined for Dangerous Driving.

An officer in the Royal Air Force, who fell asleep while driving a motor-car, was fined £2 and £1 14s. 8d. costs at Worcester for driving dangerously.

The officer, Alfred John Howell, of Caterham, Surrey, pleaded guilty.

The prosecution stated that at seven o'clock in the morning Howell ran into a horse and dray, injuring the driver.

Howell told the constable, "I

CARE OF THE CAR.

Cleaning the Body.

It pays to look after a new car; second-hand value is greatly affected by appearance and if one starts right away with a new car, cleaning it regularly, subsequent operations do not involve such labour as if left for weeks on end. Then, after a season's use, the car will still have its bright appearance and the owner will realise that the cleaning was worth while.

With any kind of finish it is the best plan, if facilities are available, to hose the car before it is garaged when it has been out in the rain or driven over wet roads. The mud is then soft and can easily be removed. There are certain points which should be remembered in connection with hosing down any type of car. A very strong fine jet can be directed to the underside of the mudguards, over the wheels and the chassis (axle, springs, etc.), in order to remove caked mud.

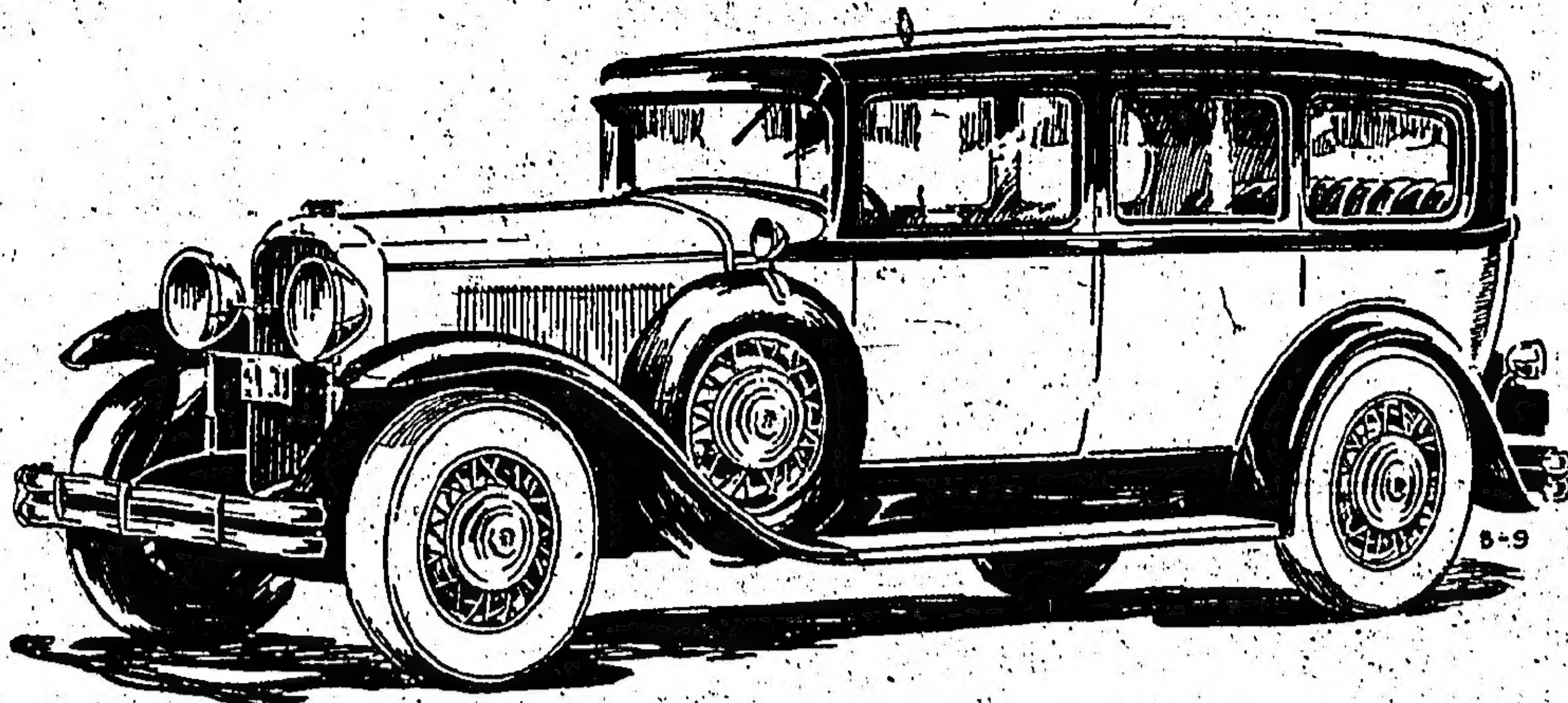
To remove grease, paraffin oil and water should be used. For the bodywork, however, and the upper sides of the wings a gentle flow of water over the panels only should be used to soften the mud, followed subsequently by sponging down at the same time as the water is allowed to flow over a good quality chamois leather.

A fabric body should not be neglected for long. If left, dirt will become ingrained into the material and present a dull appearance even after hosing. Very dirty fabric can be cleaned by washing down with warm water and soft soap. Polishing is effected by the use of a suitable preparation, of which there are many of the market. Occasional cleansing during the week, for instance, can be effected by brushing the dirt off and then polishing.

Another point which should have attention in a new car is the headlamp setting. The bulbs may not be quite in focus, and it is possible that the actual lamps may be so mounted that the beam of light is thrown upwards or downwards so that the driver does not obtain the most benefit from them, and they may blind other people on the road.

fell asleep. I neither saw nor heard the dray. I had been travelling all night."

Mrs. Howell was with him. They had been spending a holiday in Devon and had had trouble with the car.



Even if you paid considerably more you could not get more satisfying motoring, or ownership, than you are offered in this new Buick!

In all Buick's twenty-five years of achievement it has never produced a series of cars of such outstanding beauty, comfort, performance — or value. On this reputation Buick owners are buying the new Buick with the same confidence with which they have purchased preceding Buicks.

In this space we could not possibly enumerate the many features and advantages that contribute to the remarkable popularity of this new Buick. You must see it — and ride in it — to appreciate why Buick is the car that satisfies so completely.

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

The **BUICK 8**
The Eight with Buick's Prestige

NEW ROAD HOG.

Women Who Copy Royal Signal.

Considerable annoyance has been caused to the London police by a number of inconsiderate motor-car owners copying the distinguishing notes of the horn used on the Queen's motor-car.

The police took considerable pains to secure for the Queen a warning note with distinctive notes, so that they would be able readily to recognise the royal car when it passed through the streets. Police on traffic routes through which the car has to pass have been specially trained to recognise the musical sound of this particular horn.

Surprise For Police.
The Queen's car, unlike that of the King's, has no distinguishing mark.

The King's car can be recognised readily owing to the fact that it carries no registration number plates.

To the surprise of the police, soon after the special horn was fitted to the royal car, other cars made their appearance on the streets of London with horns sounding exactly the same notes.

Women car-owners have been among the offenders. Some have no doubt, had the horn copied without realising the situation. Others have not been so innocent, and are merely displaying bad form.

One offender has just been stopped by the police. The question of a prosecution was discussed, but it was decided that actually the culprit had not committed an offence.

Another source of annoyance has sprung up. Some car-owners are copying the warning bells used by the London County Council ambulances.

These confuse both the police and other drivers. Their use is a form of "road hogging" that will be dealt with when the new Road Traffic Act comes into force.

CHEAP "JUICE."

Claimed for Chemist's Formula.

To produce a substitute for gasoline at a much lower price, a chemist has claimed to be the proprietor of a newly formed private company in Australia.

The preparation, it is said, can be made in any laboratory, and the chemist has discovered a formula whereby it could produce a substitute for

benzene at an exceedingly low cost. The story goes that he was locked in a room with a quantity of water and a bottle of his preparation.

In a little while he reappeared with a comparatively large quantity of good fuel suitable for driving motor engines.

Admittedly this sounds like a fairy tale, but the subsequent developments were nothing if not practical.

A company has been formed, with a capital of 3,000 shares of £1 each.

At present the shares are not listed on the Auckland Stock Exchange, but it is said that they have risen in leaps and bounds to the vicinity of £20 for £1 shares.

So sudden, in fact, has been the boom that the directors of the new company have warned the public against dealing in these shares at inflated values until the proposition has been tried and thoroughly proven.

At present only the broad outlines of the scheme are available, for details are being withheld by the promoters of the company.

A conservative attitude has been adopted, although it is fully recognised that if success attends the company's operations they will be of world-wide significance and importance.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

G. E. Broadloom, from Bradford, Weng-Hol-wa, Tugah, from Shanhai-kwan.

Silver, from Kobe.

Namshing, from Shanghai.

F. V. JENSEN, Superintendent.

Hong Kong, October 29, 1930.

THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E.E.C. Telegraph Co. Office, Hong Kong:

Grubgruber, from Soerabaya, Sabakian, from Port Said.

S. LACK, Superintendent.

Hong Kong, October 28, 1930.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

CADILLAC.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor, Tel. 22221.

MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

MORRIS.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gilman & Co., Ltd., 48, Des Voeux Rd. C, Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C, Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley, Tel. 30228.

DODGE.—South China Motor Car Co., 33, Des Voeux Road, C, Tel. 25644.

MORRIS.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

WILLYS-KNIGHT & WHIPPET TRUCKS.—Gilman & Co., Ltd., 48, Des Voeux Road C, Tel. 28011.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road, C, Tel. 27767.

NORTON.—The Sincere Co., Ltd., Des Voeux Road, C, Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILOIL.—Vacuum Oil Company, King's Bldg.

SHELL.—Asiatic Petroleum Co. (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon, Tel. 56226.

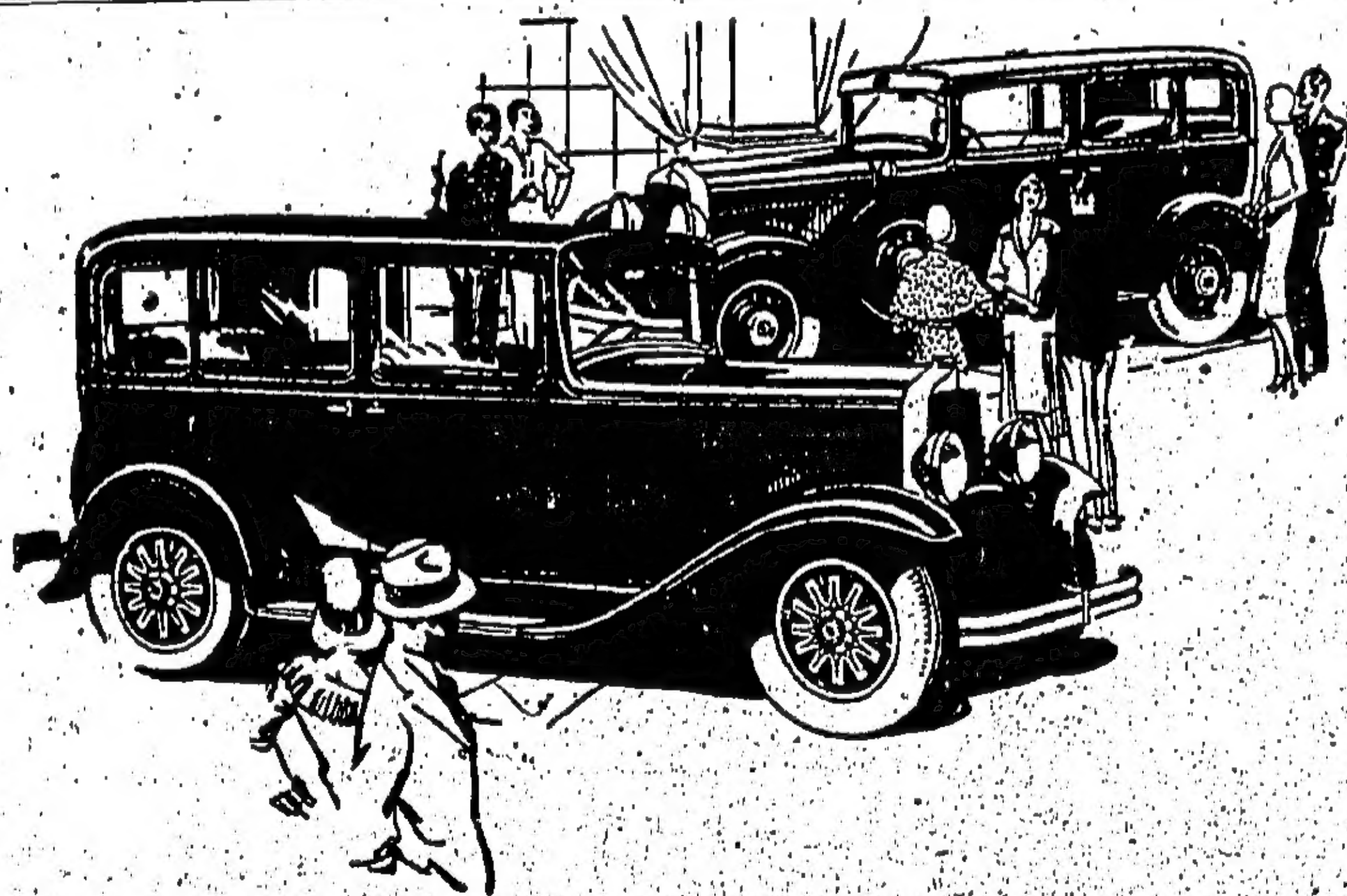
FISK TYRES.—Gilman & Co., Ltd., 48, Des Voeux Rd. C, Tel. 28011.

INDIA TYRES.—W. R. Loxley & Co., York Bldg., Tel. 22235.

MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor, Tel. 22221.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road, Tel. 24759.

WILLARD BATTERIES.—Gilman & Co., Ltd., 48, Des Voeux Rd. C, Tel. 28011.



DODGE MONO-PIECE STEEL BODIES

The Mono-Piece Steel Bodies on the Dodge Six and Eight-in-Line are immune to tropical and semi-tropical weather conditions.

There is no wood in the Mono-Piece Body shell. Its sections are welded into virtually a single piece of steel—rattle-proof, squeakproof and strong—especially treated

so that neither salt air, moisture, nor high temperatures can harm it.

Dodge Mono-Piece Steel Bodies, like Dodge internal hydraulic brakes and the many other evidences of advanced engineering, join together with Dodge dependability and sound quality to make Dodge values of today the greatest in history

DODGE BROTHERS SIXES AND EIGHTS

SOUTH CHINA MOTOR CAR CO

48, Des Voeux Road, Central, Tel. 25644.

SEND IT HOME.
MENTAL TONIC
"OVERLAND CHINA MAIL"
CREAM OF THE WEEK'S NEWS
FREE ILLUSTRATED SUPPLEMENT.
READY TO-MORROW
25 Cents. 25 Cents.

The China Mail

Thursday, October 30, 1930.
Ninth Moon, 9th Day.

ESTABLISHED
1845

大英十月三十號 禮拜四
中華民國庚午年九月初九日

HONG KONG, THURSDAY, OCTOBER 30, 1930.

FLETCHER'S INHALINE
Cures COLDS
Prevents & relieves NASAL CATARRH and INFLUENZA.
The penetrating vapour of INHALINE, when inhaled, passes harmlessly and effectively into every corner of the nasal and oral cavities, creating an antiseptic atmosphere which is at once healing and germicidal.
THE PHARMACY
Asiatic Building, 25, Queen's Rd. C.
Telephone 20345.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"PERSEUS" 11th Nov. M'Isa, London, R'dam and Hamburg.
"THIRASIAS" 16th Nov. Amsterdam, London and Hamburg.
Calls at Casablanca.

LIVERPOOL SERVICE.

"TANPAUS" 20th Nov. Genoa, Havre, Liverpool and Glasgow.
"DEMODOCUS" 4th Dec. Havre, Liverpool and Glasgow.

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)
"TYNDAREUS" 8th Nov. For Victoria, Vancouver & Seattle.
"PROTEUS" 27th Nov. For Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"PIEMUS" 11th Nov. For Davao, Cebu, Iloilo, Manila, New York, Boston & Baltimore via Bues.

INWARD SERVICE.

"ANOHIS" Due 31st Oct. For S'hai, M'ji, Kobe & Y'hama.
"ACHILLES" Due 9th Nov. For S'hai, M'ji, Kobe & Y'hama, Otaru and Vladivostok.

PASSENGER SERVICE.

"ANOHIS" Sails 1st Nov. For S'hai, M'ji, Kobe & Y'hama.
"ACHILLES" Sails 24th Nov. For S'hai, M'ji, Kobe & Y'hama, Otaru and Vladivostok.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:

Butterfield & Swire.

Agents.

CENTRAL THEATRE

TO-DAY AT 2.15, 5.10, 7.15 & 9.20 P.M.

THE YEAR'S MERRIEST COMEDY SHOW
ASTOUNDING IN SHEER SPECTACULAR BEAUTY



RAVISHING CHORUSES OF GORGEOUS GIRLS
NINE NEW SONGS TO HUM & WHISTLE
DAZZLING SCENES IN TECHNICOLOR
A SUPER-PRODUCTION AT POPULAR PRICES
Booking at Anderson's and the Theatre (25720).

NEXT CHANGE

RICHARD DIX

"REDSKIN"

Photographed in Startlingly
Beautiful Natural Colours
A Shining Picture which will not
fade from your memory.

Printed and Published for the Proprietor
by the "China Mail" Press, Limited,
at the "China Mail" Press, Limited,
No. 1, Wyndham Street, Hong Kong.

A GREAT MAN. GUARD OF HONOUR AT LONDON DINNER. ADVICE TO JEWS.

London, Yesterday.
Professor Einstein, the pro-
pounder of the theory of relativity,
was the guest of honour at a
London dinner over which Mr.
George Bernard Shaw presided,
last night.

Mr. Shaw described the guest as
a "great man, great among great
men," who had not only raised
wonderful problems but had also
begun to solve them.

Referring to Jewish status, Professor
Einstein said the situation
of Jewish communities throughout
the world was a barometer of the
moral standard in the political
world and to-day that barometer
stood very low. But even this de-
pression confirmed him in his con-
viction that preservation and con-
solidation of the community was
their duty.

There had been disappointments
in recent years, and even recent
days, but he advised his fellow
Jews not to bemoan the hardness
of their fate, but to remember they
would not have survived as a com-
munity through the centuries if
they had had a bed of roses.—
British Wireless Service.

"RED" EVIL.

TOTAL EXTERMINATION IN
THREE MONTHS.

BANDITS KILL 100 CHINESE.

Hankow, Yesterday.
The latest Nanking assurance,
concerning the Communist dis-
turbances on the Yangtze, comes
in the form of a statement by
General Ho Cheng-chun, National-
ist Officer commanding the
Hankow Garrison, to the effect
that the Nanking Government is
confident of the total extermina-
tion of the "Red" evil in Central
China within three months.

Peking, Yesterday.
Four thousand bandits captured
Nanhsien (or Nanchow) and
Hwajung in Northern Hunan,
killing a hundred Chinese.

It is believed that the mis-
sionaries stationed there managed
to make their escape.—Reuter.

GOLD RESERVES OF THE EMPIRE.

If Pooled, Would Realise.
£250,000,000.

OUR WONDERFUL CHANCE.

London, Yesterday.
In the House of Commons to-
day, Sir Oswald Mosley, dealing
with the trade depression, urged
the establishment of a more
stable monetary system in the
Empire, and said that the stabili-
sation of gold and the price of fluc-
tuations was one of the biggest
factors in the dislocation of our
trade.

If we pooled the gold reserves
of the Empire we should have a
gold reserve of £250,000,000.
With a Commonwealth Bank
with a gold reserve of £250,000,
000 and a buying monopoly of the
gold produced in the Empire, we
would be in a far more powerful
position and could enter into in-
ternational negotiations for bring-
ing order out of chaos in the
world's financial system, as we
would be in the commanding posi-
tion of dominating the gold stand-
ard on which the world rests.—
Reuter.

BIRDS OR MOTHS.

PUZZLE FOR VISITORS TO
SANTA BARBARA.

The humming birds in Santa
Barbara, California, this year have
their doubles, great brown and tan
sphinx moths, in large numbers,
just about their size, and with all
their tricks and gay manners.
They can be seen hovering over,
and from the honey is extracted,
and are then off to another.

The likeness is quite remarkable,
so that many people have taken them
for just an uncommon variety of the
bird.

VALUABLES DISREGARDED.

Curious Feature Of Mansion
Burglary.

London, Sept. 25.
A mysterious choice of booty
was exercised by burglars when
they broke into Sir Felix Cassel's
mansion at Luton. The thieves
disregarded objects of great value
and confined their attention solely
to a collection of British and for-
eign orders, decorations and mini-
ature reproductions conferred on Sir
Felix's late uncle. These objects
are of small intrinsic worth. The
police believe that the theft was
not the work of professional bur-
glars.

INDIAN AFFAIRS.

KING'S SPEECH AT COMING
CONFERENCE.

TO BE BROADCAST.

London, Yesterday.
With the King's consent, it has
been arranged that his speech at
the opening of the Indian Round
Table Conference on November 10
will be broadcast by all the
British broadcasting stations, in-
cluding the Empire short wave
station.

Subsequent speeches, including
that of the Prime Minister, Mr.
MacDonald, will also be broad-
cast.—British Wireless Service.

Delhi, Yesterday.
The police arrested three men
and one woman, in the early
hours of this morning, and seized
four bomb cases, a revolver,
cartridges, chemicals and inflam-
matory literature.

Allahabad, Yesterday.
Two years' hard labour, and a
heavy fine, are the total sentences
on Jawahar Lal Nehru, on three
charges on which he has been
convicted.

He was charged with seditious
and abetting an infringement of
the salt law, as well as instigat-
ing non-payment of taxes. He re-
fused to plead.—Reuter.

DUKE'S MISSION.

IMPRESSIVE SCENE IN ADDIS
ABABA.

London, Yesterday.
The Duke of Gloucester during
his journey through Somaliland
and Abyssinia was greeted by
many officials and chieftains, and
from the frontier was accompanied
by the Emperor's cousin.

The scene at Addis-Ababa was
dignified and impressive. Diplo-
matic and Court officials in uniform
awaited him on the platform,
while a band played the British
National Anthem, and thousands
of troops lined the decorated streets
to the palace of the former Empress,
which he will occupy during his
visit.—British Wireless Service.



Don't let a Cough
Torture you—take

RESIVAL



MAURICE CHEVALIER
JEANETTE McDONALD in "THE LOVE PARADE"

"Anything to please the Queen"—and how this King of Hearts pleases! "The Love Parade"
will dazzle you with its music, singing and gaiety.

MAJESTIC

TO-DAY
at 2.30, 5.30, 7.20 & 9.20 p.m.
The Picture at Majestic and Theatre.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO
SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

THE METROPOLITAN OPERA STAR

Lawrence TIBBETT

The Rogue Song

with
Catherine Dale Owen
Stan Laurel, Oliver
Hardy. Directed by
Lionel Barrymore.
Music by Franz Lehar
and Herbert Stothart.

Entirely in
Technicolor

THE YEAR'S
GREATEST
SENSATION



NEXT CHANGE

JOAN CRAWFORD
MONTANA MOON



The "Untamed"
star is back in a
great outdoor
romance, with
songs by the
writers of
"Broadway
Melody,"
grand comedy,
cow boy
chants, and
Action!
Action!

and what a
supporting
cast!

**JOHN MACK
BROWN
DOROTHY
SEBASTIAN
RICHARD
CORTEZ
BENNY
RUBIN.**

Metro-Goldwyn-Mayer ALL TALKING PICTURES



AL JOLSON
The Singing Fool

AT THE **STAR** TO-DAY TO SATURDAY
AT 2.30 & 9.20